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1750—KENTUCKY HISTORY—1800.

KENTUCKY PIONEERS DURING THE LATTER HALF OF THE EIGHTEENTH CENTURY.

If the views of Dr. Abbott, of New Jersey; of Professor G. Frederick Wright, of Oberlin College, Ohio, and of a number of other distinguished scientists, on the question of man's preglacial existence on the North American continent were fully established (and of their correctness the testimony of late has been largely accumulative and strongly confirmatory, some palæolithic implements having been lately found in the gravel deposits at Trenton, New Jersey, by Dr. Abbott, and two by Dr. C. L. Metz, of Ohio, in the valley of the Little Miami river, as certified by those gentlemen and also by Professors Putnam and Wright, and others), it will probably soon be demonstrated in view of the foregoing facts that preglacial man existed on the Kentucky as well as on the Ohio side of the Ohio river. And why not? Certainly the northern portion of Kentucky is included in the *Drift* or *Glacial* area. Professor Wright's recent investigations on this point leave no doubt on his mind, as his latest

utterances clearly show. He says that "the recent discoveries in the Little Miami valley show that in Ohio, as well as on the Delaware, man was an inhabitant before the close of the glacial period. We can henceforth speak with confidence of preglacial man in Ohio." And if in Ohio why not in Kentucky, in view of well established facts?

The mound builders, too, occupied Kentucky in considerable numbers, as the extent of their works there abundantly shows. And certainly, if the mound builders were a people other than Indians who were the immediate or remote predecessors of the present savage races of North America (a point about which archæologists in these latter days differ in opinion), Kentucky was once occupied by a prehistoric people, whose age would have to be counted by centuries, if counted at all, while preglacial man's history runs still further back into the hoary *Past*, by thousands and thousands of years—begins and ends indeed in pre-

glacial ages—in the millennial epochs anterior to and during the great ice period of our continent of which geologists and archæologists discourse upon with the utmost confidence.

The Indians, too, were inhabitants of Kentucky after its occupancy by preglacial man, and by the prehistoric mound builders, as witness the battle of Blue Licks in 1782, and various other battlefields of Kentucky, in which the red man was the formidable combatant of the white man, in which the Indian was not seldom victorious over "the hunters of Kentucky!"

The Mammoth, the Mastodon and probably the Megatherium, too, were there; contemporaneously with the mound builder and his Mongolian successor, the North American savage, for proof of which reference might be made to the deposits of Big Bone Lick, as well as other places there that have been found prolific in skeletons of extinct monsters.

Previous to the beginning of the latter half of the eighteenth century, the wilderness of Kentucky had not been penetrated by English speaking explorers. Before that time (1750) it had not received to any considerable extent the historian's recognition. In 1751, Capt. Christopher Gist explored a portion of the Kentucky country. He was a Virginian, living near the Potomac river, not far from the mouth of Will's creek, where Fort Cumberland was built in 1754-5; but he soon afterwards moved about two days' journey farther west, to a point near the Mon-

ongahela river. He was sent out as an explorer in the interest of a corporation known as the "Ohio Company," a land company in which the Washingtons and other Virginians and some English capitalists were interested. Capt. Gist passed down the Ohio in May, 1751, to the mouth of the Kentucky river, and travelled along the shores thereof towards its source, and over the Highlands of Kentucky to Virginia, probably by way of the Cumberland Gap.

Dr. Thomas Walker, a few years later (probably about the year 1760), explored the valleys of the Cumberland and Kentucky rivers. He gave name to the first, and called the last Louisa river, which it bore some years.

Col. James Smith, accompanied by Uriah Stone, Joshua Horton, William Baker and a colored man, crossed the mountains to the Cumberland and Tennessee rivers in 1766, to examine the country, "in view of future settlements." Soon thereafter some North Carolina traders entered Kentucky by way of the Cumberland Gap. They crossed the Licking river and moved in the direction of the mouth of the Scioto river, following, says the author of "Western Annals," the Indian trail which was the line of communication between the Northern and Southern nations.

In 1767 John Finley was engaged with others, in trading with the Indians along the above named "trail," within the present limits of Kentucky.

In 1769 Col. Daniel Boone, accom-

panied by John Finley, John Stewart, Joseph Holden, James Moncey and William Cool, explored Kentucky, but owing to Indian hostilities, did not succeed in effecting a permanent settlement there. In the summer of the same year (1769), a party of twenty North Carolinians and Virginians passed into the central portions of Kentucky by way of the Cumberland Gap, and returned in April, 1770.

In 1770, Squire Boone, one of Col. Daniel Boone's brothers, with a companion, both of North Carolina, visited Kentucky. Boone returned, but his friend got lost, and either perished in the wilderness or was killed by the Indians.

In 1771, Col. Boone, who was captured by the Indians the year before, succeeded in making his escape and reaching his home in North Carolina. In the same year, Casper Mansco, with other hunters, explored that portion of the Kentucky along the Cumberland river, generally designated as "The Barrens."

In 1772, the House of Burgesses of Virginia, as the Legislature in colonial times was called, passed "An Act to establish the county of Fincastle." It embraced within its limits a portion of Southwestern Virginia and *all of Kentucky*; for be it known that at this time the "Old Dominion" claimed ownership of the soil and jurisdiction, from the Chesapeake Bay on the east to the Mississippi river on the west. Fincastle county continued in being four years, and until 1776, when the

Legislature terminated it by erecting the counties of Washington and Montgomery in the Virginia portion of it, and the county of Kentucky to include all of the present portion of the state of Kentucky within its boundaries, Harrodsburg, a town near the Kentucky river, laid out and settled by Col. James Harrod two years before, being established as the county seat of Kentucky county, and where also the first court for said county was held in 1777, being the first ever held within the present limits of the state of Kentucky. Col. Harrod was a Virginian, and became one of Kentucky's most efficient pioneers and military leaders. He is entitled to the honor of having made the first permanent settlement in Kentucky—Harrod's station being built in 1774 and Boone's in 1775—Harrodsburg is therefore a year older than Boonesborough.

The discovery of the Big Bone Lick was one of the important events that characterized the year 1773 in Kentucky. In the same year, Gen. Thomson, of Pennsylvania, surveyed lands on the North Fork of the Licking river; and in this year too, Mr. Thomas Bullitt, a Virginia surveyor, led an exploring party into Kentucky, some of them to the country bordering on the Kentucky river, the remainder to the "Falls of the Ohio." His surveys extended to Salt river also. Several of the Bullitts were conspicuous men for many years in Kentucky, and were men of distinguished ancestry in Virginia, who were honorably identified

with the judiciary of that state, and had borne a conspicuous part in the wars on the western frontiers. A. Scott Bullitt was lieutenant governor of Kentucky from 1800 to 1804.

In 1773 the McAfees settled in Kentucky, from Botelourt county, Virginia. There were three of them, (George, James and Robert), and all were enterprising, energetic, brave men, just the kind of men to be valuable acquisitions to a frontier country, and especially valuable at a time when Indian fighting needed to be done. A son of the last named (Robert), who also bore his father's name, attained to considerable fame as a historian, being author of the "History of the late war in the Western country," published in 1816. He was also a distinguished officer in Col. Richard M. Johnson's regiment of Kentucky Volunteers in the battle of the Thames; and served as Lieutenant-Governor of Kentucky from 1820 to 1824. He was in the public service as late as 1837, being then minister to Columbia.

In the spring of 1775, Cols. Richard Henderson and Nathaniel Hart, both North Carolinians, entered Kentucky as the alleged proprietors of a considerable portion of the country bordering on the Tennessee, Cumberland, Ohio and Kentucky rivers, to which they had obtained title from certain chiefs of the Cherokee Indians, at a meeting that was held in March of this year at the "Sycamore Shoals," on a branch of the Holston river. This sale being subsequently ratified by the whole

Cherokee nation, Henderson and Hart thereupon offered the land for sale, invited settlers and (with Col. Boone's assistance) erected a stockade fort, called Boone's Station, now Boonesborough, and then, without delay, called upon the settlers to send representatives to Boone's Station to organize a government. Four settlements (Boone's Station, Harrod's Station, Boiling Spring Settlement and St. Asaph, which had been established this year by Col. Benjamin Logan), were represented by seventeen delegates. Col. Daniel Boone, John Floyd, Col. James Harrod, Col. Richard Calloway and probably Col. Benjamin Logan were of these seventeen. This was probably the first legislature that held a session west of the Alleghanies. It met, says the historian, "beneath a great elm tree that stood outside of the fort." Rev. John Lythe was chosen chaplain, and after his service was ended, Col. Richard Henderson addressed them at length as to their duties, whereupon on the 23d day of May, 1775, they proceeded to business without delay. They soon agreed upon the terms of a compact for the organization of the "Colony of Transylvania," passed nine laws (see Bancroft's History of the United States, vol. 8, pages 368-9, also Western Annals, page 237), agreed to hold another meeting during the ensuing September, and then on the 27th of May adjourned.

These preliminary movements, by the primitive settlers of Kentucky, looking to self-government, met with

the most decided disapproval of Lord Dunmore, the colonial governor of Virginia, who promptly issued his proclamation against "one Richard Henderson and other disorderly persons who, under a pretense of purchase from the Indians, have set up a claim to the lands of the crown." That proclamation was fatal to the "Colony of Transylvania." It had "ceased to be" when the time had come for the meeting of its second legislature, *which never met!*

In 1775 the wife and daughters of Col. Daniel Boone reached Boone's Station, and were the first white women that settled in the Kentucky wilderness. Col. George Rogers Clark, Simon Kenton, Col. Benjamin Logan, Gabriel Jones, Col. John Todd, and, as appears from the foregoing paragraph, Col. Richard Henderson and Col. Nathaniel Hart, were among the accessions of prominent men to the population of Kentucky, during the year 1775. Col. John Todd was a Pennsylvanian, joined the army of Gen. George Rogers Clark in 1778, was appointed Colonel Commandant of Illinois county, and was killed in the battle of Blue Licks, in 1782. Col. Benjamin Logan, afterwards a general, was also a Pennsylvanian, and was one of Kentucky's most valuable pioneer settlers. Simon Kenton, afterwards Gen. Kenton, was born in Fauquier county, Virginia, also became a distinguished pioneer and soldier, and died in Logan county, Ohio, in 1836, having moved there some years before.

In 1776 Col. George Rogers Clark and Gabriel Jones, both of Virginia, settled in Kentucky, and at a meeting of the Kentucky settlers, held at Harrodsburg, June 6, 1776, they were chosen to represent the scattered western inhabitants of Fincastle county in the Virginia House of Burgesses of said colony. They accepted the trust and travelled on foot through the wilderness, most likely by way of Cumberland Gap, to the city of Williamsburg, the colonial seat of government, and it has been generally understood that it was through their instrumentality that Fincastle county was abolished by act of the legislature, and Kentucky county, which included within its boundaries the whole of what is now the State of Kentucky, was established in its stead, which was done December 7, 1776, Harrodsburg being made the county seat, where the first court was held in 1777. The portion of Virginia proper, of Fincastle county was divided into the counties of Washington and Montgomery. Gabriel Jones was killed by the Indians near the Blue Licks on his return journey made by way of the Ohio river.

Colonel, afterwards General George Rogers Clark, was long and conspicuously identified with early-time Kentucky history. Few occupied the "dark and bloody ground" before he did, and none occupied it with more solid, substantial benefit to it—no more valuable man, no more useful pioneer, no more gallant soldier ever identified himself with the early occupants of the

wilderness of Kentucky than George Rogers Clark. He was born in Albemarle county, Virginia, November 19, 1752, was captain of a company in Lord Dunmore's army in 1774, received authority from Gov. Patrick Henry of Virginia in 1778, to raise and command the forces to subjugate the hostile posts north-west of the Ohio, and served under Baron Steuben in the Revolutionary war, a war in which four of his brothers served, one of whom losing his life. His brother, William Clark, early settled at the Falls of the Ohio, afterwards went to Missouri, became Governor, after serving as Commander with Capt. Lewis in the expedition to the Pacific in 1804-6.

Gen. Green Clay, a prominent gentleman of Powhattan county, Virginia, settled in Kentucky, in 1777, was elected with John Brown in 1782, a member of the legislature of Virginia, and also at various other times; and in 1789 served with Col. Humphrey Marshall and Gen. Benjamin Logan as member from Kentucky in the Virginia Convention, called to consider the important question of the adoption of the Constitution of the United States. He had command of three thousand Kentucky troops in 1813, at the siege of Fort Meigs, and successfully defended the fort against a large force of British and Indians under Gen. Proctor and the Indian Chief Tecumseh.

Gen. Clay was much in public life, serving his country faithfully and long, crowned with honors. He was a rela-

tive of Henry Clay, and was the father of Cassius M. Clay of whom the country has heard much. He went to Kentucky as a surveyor and acquired large wealth as a land owner.

Col. Bland Ballard, a native of Fredericksburg, Virginia, born there October 16, 1761, settled in Kentucky, in 1777, and died there in 1853. He took part in many of the fights with the Indians, was a gallant soldier, a valuable pioneer, and a man of popularity and great worth. He served in Bowman's campaign, in Col. George Rogers Clark's subsequently, and was with Gen. Wayne in the decisive battle of "Fallen Timbers" in August, 1794. Finally he led the advance at the battle of the River Raisin, and was wounded and taken prisoner, but faring better than many of his Kentucky comrades in that butchery he escaped massacre.

Col. John Logan and Capt. William Hardin who settled in Kentucky early enough to have been contemporaries of Col. Ballard and of many of his predecessors, were valuable acquisitions to Kentucky and meritorious men, as citizens, pioneers, hunters, soldiers, and especially as antagonists of the fierce savages that prowled about in the Kentucky wilderness.

In April, 1777, the legal voters of Kentucky county elected Cols. John Todd and Richard Callaway members of the Virginia legislature. During this year was also witnessed the first marriage in Kentucky, Lieut. Linn being the groom. And it was in August, 1777, when Col. John Bowman, of

Virginia, re-enforced the Kentucky settlers with one hundred men. He and Col. Benjamin Logan two years later conducted a rather profitless expedition to the Indian towns north of the Ohio river.

In 1778 Col. George Rogers Clark fortified Corn Island opposite the present site of the City of Louisville, and there rendezvoused the small army commanded by him in the expedition against Kaskaskia, in which he was so preeminently successful.

In 1779 Col. Stephen Trigg and Major George M. Bedinger, both from Virginia, settled in Kentucky. The former was killed at the Battle of Blue Licks while in command of the right wing of the army, and the latter held a Major's commission in said battle, fought August 19, 1782, which was one of the most sanguinary ever fought with the Indians on Kentucky soil, about one third of the one hundred and eighty-two Kentuckians that went into battle having been killed! Col. Daniel Boone had command of the left wing, and one of his sons was of the slain, as were also Cols. Trigg and Todd, and the brave Major Harlan, whose command was directly in front of the army. Major Bedinger was an officer in the expedition against the Indians of Cols. Brown and Logan in 1779, commanded a battalion of Virginians at the defeat of St. Clair in 1791, and served as a member of Congress from 1803 to 1807.

Major William Trigg, also an early-time emigrant to Kentucky, figured

conspicuously in early times in said state, and was *aide* to Brig.-Gen. Hopkins in the battle of the Thames, and filled with great ability many important civil offices.

It was during this year (1779) that the first permanent improvements were made at Lexington.

It is of historical record that the winter of 1779-80 was exceedingly severe, many horses and cattle in Kentucky dying of thirst and starvation.

It was during this year (1780) that Cols. John Todd and Richard Callaway again turned up as representatives of the county of Kentucky in the legislature of Virginia; and it was in the same year that said legislative body authorized the location of a town at the "Falls of the Ohio," which has grown into the city of Louisville in a little more than a hundred years, and which on the occasion of the celebration of the close of its first century (in 1880) numbered by actual count, according to the census reports, 123,758 inhabitants.

Several important events marked the history of Kentucky in 1780. The first was the invasion of the country by Col. Byrd, a British officer, with a force of 600 men, Canadians and Indians. They marched from Detroit by way of the Miami river, and following up the Licking river, after crossing the Ohio, until they reached Ruddel's Station on the South Fork of said stream, which being indefensible at the time was surrendered on the condition of the preservation of the lives

of the captives, which was done. Col. Byrd then marched his forces five miles further to Martin's Station, which was also surrendered without a contest, capturing extensive spoils, but killing no prisoners. And then the enemy returned by the way he came.

This enterprising and *surprising* exploit of the British Colonel roused up the unsuspecting Kentuckians, and it was not long until a large force was raised to retaliate, a measure approved by the Governor of Virginia (Thomas Jefferson), who thought the time had fully come for punishing the Indians on the northwest of the Ohio, who the Kentuckians also thought were inconveniently near neighbors, and this force promptly elected Gen. George Rogers Clark their commander-in-chief, who as promptly issued marching orders.

The enemy was met in the Miami and Mad river valleys, and a well-fought battle ensued, one of their chief towns (Piqua, on Mad river) was destroyed and never rebuilt, seventeen of the warriors were slain at the expense of about as many lives on the side of the Kentuckians, and a number of villages around the head waters of the Miami were destroyed, also much corn. The chastisement of the Indians was severe, and sorely felt, and for a time secured quiet and peace for the Kentucky settlers.

In 1780, Col. Humphrey Marshall, a relative of Chief Justice Marshall of the United States Supreme Court, emigrated to Kentucky, and for many

years cut a large figure there as a pioneer, politician, statesman and historian. He was from Virginia, often a member of the Legislature, a member of the Virginia Constitutional Convention in 1788, called to consider the propriety of adopting the Constitution of the United States, and a member of the United States Senate from 1795 to 1801, being elected over John Breckenridge. In 1808 he had a quarrel with Henry Clay, which ended in a duel.

In 1781 the Virginia Legislature subdivided the county of Kentucky into the three counties of Jefferson, Fayette and Lincoln, Louisville being established as the county seat of Jefferson county; Lexington, of Fayette county; and Danville, of Lincoln county. By this act of the Legislature of the old mother of states and of statesmen, the county of Kentucky, after an existence of five years, was consigned to "the tomb of the Capulets" and county seat as well. These three counties constituted one judicial district, and Judge Harry Innes was appointed judge. He was a gentleman of eminent talents and high character. Judge Innes was born in Caroline county, Virginia, in 1752, early entered public life, and after serving some years as judge, holding court in the above named counties, he served as attorney general, also member of the board of war, and from 1787 to 1816 he was Judge of the United States District Court for Kentucky. He died in 1816.

Col. Richard M. Johnson was a na-

tive of Kentucky, and thus far has been the only native very conspicuously identified with early time Kentucky history, of whom I am about to give an extended biographical sketch. Col. Johnson was born at Bryant's Station, October 17, 1781, and while yet a young man, became prominently identified with the political, civil and military history of Kentucky. He was educated at Transylvania University, became a lawyer, and as early as 1805 was elected a member of the State Legislature. He served in Congress from 1807 to 1819, and again from 1829 to 1837, and was a member of the United States Senate from 1819 to 1829, making a service of thirty-two years in the two houses of the American Congress, besides presiding in the Senate four years, from 1837 to 1841, as Vice-President of the United States. Among the most prominent and popular measures Col. Johnson advocated in Congress were the running of the United States mail stages on Sundays, the abolishment of imprisonment for debt, and the granting of liberal pensions to soldiers.

Col. Johnson raised a cavalry regiment of Kentuckians during the war of 1812, and distinguished himself as its commander, especially at the battle of the Thames, October 5, 1813, where he had a hand to hand fight with Tecumseh, and was badly wounded.

Gen. Joseph Desha was a soldier and statesman, a native of Pennsylvania, born in 1768, emigrated to Kentucky in 1781, and served as a volunteer in

Gen. Wayne's army in 1794. He was a major-general in the battle of the Thames, served in Congress from 1807 to 1819, and was governor of Kentucky from 1824 to 1828. His death occurred at Georgetown, Kentucky, October 13, 1842.

In 1782, Hon. John Brown, a man of great ability, who had served in the Revolutionary war under Washington and Lafayette, left his native state (Virginia) and emigrated to Kentucky. He was a student at Princeton College when he joined the army, and afterwards completed his education at William and Mary. He located as a lawyer at Frankfort, but the people of Kentucky demanded his services, and elected him and Gen. Green Clay the same year to represent their interests in the State Legislature. He was also elected a member of the Continental Congress of 1787-8, and of the Federal Congress of 1789-91, and a United States Senator from 1793 to 1805, and died at Frankfort, Kentucky, in 1837. He was highly honored as a citizen, patriot and statesman.

In 1782 Col. James Garrard, born in Stafford county, Virginia, in 1749, also settled in Kentucky. He was an officer of the Revolution and served in the Virginia legislature and that of his adopted state, after Kentucky's admission into the Union. Col. Garrard was Governor of Kentucky from 1796 to 1804, was a man of high character and popular with the people.

In 1783 John Filson, a professional teacher from Pennsylvania, located in

Kentucky and became its first historian. He was born near the Brandywine, about 1747, and for a few years traveled extensively in the West. In 1788 he formed a partnership with Matthias Denman and Robert Patterson to lay out a town on the north side of the Ohio, opposite the mouth of the Licking river, but before it was accomplished Filson was supposed to have been killed by the Indians, and Israel Ludlow, one of Judge Symmes' surveyors, took his place in the firm and the land was surveyed into lots, and as the result of a little less than a century's work, there exists there now a city (Cincinnati) of more than a quarter of a million people.

In the year 1783 the population of Kentucky was ascertained approximately to be about twelve thousand, but the increase had been so great that the population in the early summer of 1784 was confidently placed by the best authorities at twenty thousand; and at the close of the year at thirty thousand. During this year Gen. Daniel Brodhead opened a store at Louisville.

In 1784 Col. Richard C. Anderson, a surveyor in the interest of the Virginia Continental Line, opened an office at Louisville and proceeded to have the lands surveyed and parcelled out among the 1,124 soldiers of said line, two and one-half millions of acres of land in Kentucky having been provided for said purpose by the Virginia legislature. A larger tract was dedicated in like manner to a class of

troops known as the State Line, being three and a half million of acres, with the proviso that if the good lands in Kentucky proved insufficient the deficiency was to be supplied by lands lying between the Little Miami and Scioto rivers north of the Ohio, known ever since as the Virginia Military Lands.

In 1784 Gen Wilkinson opened a store at Lexington, which was the second in the then three counties of what is now Kentucky.

Generals Brodhead and Wilkinson both had some military reputation, but were not to a great extent identified with the military history of Kentucky. Brodhead, especially, was not, but they were Kentucky's earliest merchants. The former lived in Pennsylvania the most of his life; the latter was born in Maryland.

Soon after the close of the Revolutionary War; Christopher Greenup of Virginia, in which he had served both as an officer and in the ranks, left his native state and cast in his lot with the people of Kentucky, and very few, if any, located there, that were more valuable citizens or men of higher character. Col. Christopher Greenup was patriotic to the core from early manhood to old age, and very popular with the people of Kentucky, both as a lawyer and public officer. He was frequently a legislator, a Presidential elector in 1809, had served in Congress from 1792 to 1797, and was Governor of Kentucky from 1804 to 1808. He died at Frankfort, Kentucky, April 24, 1818.

Gen. Charles Scott was born in Cumberland county, Virginia, in 1733; was in Braddock's defeat in 1755; served with distinguished bravery throughout the Revolutionary War at Trenton, Monmouth, Stony Point and other places, and in 1785 he settled in Woodford county, Kentucky. He served as the commander of the Kentucky troops in 1791, with St. Clair, and had led earlier in the year an independent expedition to the Wabash against hostile Indians, which was successful. Gen. Scott also had command of 1,600 Kentucky volunteers, in Gen. Wayne's army at the battle of "Fallen Timbers" in August, 1794, and acquitted himself in said battle to the entire satisfaction of the commander-in-chief. Major-Gen. Scott had command of other expeditions against marauding Indians, and was eminently popular in Kentucky and also stood high with President Washington. He was a Presidential elector at Washington's second election and at three subsequent Presidential elections. In 1808 Gen. Scott was elected Governor of Kentucky, and served until 1812. His death occurred in 1822, aged almost ninety years.

Col. John Hardin was one of Kentucky's immigrants of 1786. He was born on the first day of October, 1753, served with distinction in the Indian wars on the frontiers, and was a first class hunter, pioneer and soldier. He was an officer in Morgan's celebrated rifle regiment, and commanded a detachment of Kentuckians under Gen.

Harmar, on the Maumee, in October, 1790. He was also in command in the Gen. Scott expedition to the Wabash in May, 1791. Col. Hardin was killed by a marauding party of treacherous savages, within the present limits of Hardin county, Ohio (named in honor of him), in 1792. He was on a mission of peace to the Indians, having a flag of truce, and it is supposed they murdered him to get his horse and equipments.

Judge Thomas Todd, a revolutionary soldier from Virginia, born in King and Queen's county, January, 23, 1765, removed to Kentucky in 1787, and located in Danville—was clerk of some courts until 1801—served as judge of several state courts until 1807, when he became associate judge of the Supreme Court of the United States, and served as such until his death, in 1826.

Gen. John Adair, born in Chester county, South Carolina, in 1758, emigrated to Kentucky in 1787, and served in the border warfare of the time as a major, was elected a member of the Kentucky legislature, and was chosen speaker. He was also elected a member of the constitutional convention of 1799, served as United States Senator in 1805-6, and commanded the Kentucky troops at the battle of New Orleans, in 1815, and served in the popular branch of Congress from 1831 to 1833. Gen. Adair was a Revolutionary soldier, fought the Indians as a subordinate officer under Gens. St. Clair, Wilkinson and Scott in 1791-3, and was Governor of Kentucky from 1820

to 1824. He also served as *aide* to Gen. Shelby at the battle of the Thames, and in November, 1814, was made a Brigadier-General of the Kentucky militia. Gen. Adair was fond of military life, enjoyed the "pride, pomp and circumstance of glorious war," was patriotic from youth to old age, and always a gallant soldier—a brave man. He died in 1840.

Gen. Isaac Shelby was born in the state of Maryland, in 1750, was a surveyor, and in 1774 he was a lieutenant in a company commanded by his father, Capt. Evan Shelby, in the battle of Point Pleasant, fought October 10th of said year, by Gen. Andrew Lewis, who commanded the left wing of Lord Dunmore's army, and a large force of Indians under Cornstalk, who fought all day, but were defeated. The youthful lieutenant joined the Revolutionary army early, was promoted to a captaincy, then became a colonel, and as such distinguished himself at the battle of King's Mountain, in 1780, by defeating the British Commander, Major Ferguson. He subsequently served under Gens. Marion and Greene. In 1779 he was a member of the legislature of Virginia, and after the battle of "King's Mountain" was elected twice a member of the North Carolina legislature (in 1781-82), which body gave him a vote of thanks and a sword, on account of his highly meritorious conduct as a commander.

In 1788, Gen. Shelby, the hero of "King's Mountain," took up his residence permanently in Kentucky, set-

tling in Lincoln county. He was a member of the convention in 1792, that met to form a state constitution, Congress having authorized the admission into the Union of the state of Kentucky. At the first election held for state officers, Gen. Isaac Shelby was elected Governor and served as such from 1792 to 1796; and subsequently served as Kentucky's war governor, from 1812 to 1816. In 1813 at the head of four thousand men from Kentucky, Gen. Shelby joined Gen. Harrison and greatly aided him in obtaining the grand victory of the Thames, and for his bravery and services Congress voted him a gold medal. His son James served as Major with great credit. I have already stated how gallantly Col. Richard M. Johnson's regiment (his brother James being second in command) fought to obtain the victory at the Thames—it was Kentucky fighting Tecumseh and his savages—and the Kentuckians were victorious. After an honorable, manly career, Gen. Shelby closed his long, useful life, in Lincoln county, Kentucky, July 18, 1826.

Judge George Nicholas was born in Hanover, Virginia, was educated at William and Mary College, and was closely identified with the Revolutionary war, both in the field and in the councils of Virginia. He held an important military office in the army, and was a leading member of the state convention which ratified the Federal Constitution in 1788. Judge Nicholas was often a member of the state legislature, and it

was said its most influential member. In 1790 he settled in Kentucky and there soon rose to distinction. In 1792 he was elected a member of the state convention which formed the Constitution, under which the state government went into operation, and Judge Nicholas is uniformly credited with its authorship. He was chosen the first Attorney-General of the state, and was a lawyer of eminent ability and learning. As a statesman Judge Nicholas stood high both in Virginia and Kentucky, and as a soldier in command of a regiment Col. Nicholas was a "man of mark." He died in Kentucky in 1799.

In May, 1780, the Virginia legislature adopted a preamble and resolution having in view the ultimate establishment of an institution of learning in Kentucky; and it seems that to this proceeding in "the long ago," is fairly traceable the beginning of Transylvania University, at Lexington, Kentucky. Gradually and slowly this grand enterprise, in the Kentucky wilderness, gained strength. In 1783, three years after the above action by the Virginia legislature, in behalf of educational interests, John Filson, the professional teacher from the East, arrived at Lexington and advertised himself as an academy teacher. Of course Transylvania's growth from its very small beginnings must have been exceedingly slow at first, but it seems to have been fast enough to require a president at least as early as 1794, for it was in that year that Judge Harry Toulmin was

chosen and he served as such two years when he was elected Secretary of State, and continued therein from 1796 to 1804. He was an eminent jurist, and wrote a number of law books; also a "Description of Kentucky."

John Breckinridge, John J. Crittenden, Thomas Metcalf, George M. Bibb, Benjamin Hardin, John Rowan, John Chambers, Robert Wickliffe, Charles A. Wickliffe, Robert Trimble, Charles Scott Todd, John Pope, Buckner Thurston, John Breathitt, William T. Barry, William A. Trimble and Henry Clay were Kentucky gentlemen of talents and great promise, but most if not all of them were yet in early manhood and did not fully enter into political life until after the closing years of the eighteenth century; and if some of them had barely commenced their public career before the nineteenth century had well opened upon them, they had not become "much known to fame." That being the fact, these gentlemen-statesmen—some of them soldier-statesmen, too—will have no further notice in this paper, as it is devoted to the Kentucky history, the Kentucky pioneers, the Kentucky soldiers and statesmen of the last fifty years of the eighteenth century; to what relates to Kentucky from 1750 to 1800.

A word now in conclusion. The latter half of the period of Kentucky's history to which this paper is devoted may well be regarded as the *heroic age of Kentucky*.

Where did ever a more stalwart race

of men, braver soldiers, purer patriots, more meritorious pioneers, men and women, maintain their right to life and liberty with greater fortitude, with more unyielding determination, with more unflagging perseverance, with more unfaltering firmness, with more heroic bravery contend for the right to occupy the soil against a foe so wily, so treacherous, so cruel, so savage, so unrelenting, as did the "hunters of Kentucky"—the occupants of the "dark and bloody ground" during the last twenty-five years of the eighteenth century? Did any people ever display a higher order of courage, of patriotism, of bravery, of the higher, the manly virtues, during the incipient stages of a country's settlement, daily

liable to hostile, murderous attacks from an enemy, ever vigilant, who was without mercy to man, woman, or helpless infancy, than did the people of whom I have been writing?

And now once more in conclusion. And I conclude in the eloquent language of one (Thomas Corwin) now no more:

"If any community of people have lived, since the dispersion on the plains of Shinar, to this day, who were literally cradled in war, it is to be found in the state of Kentucky. The Indians' path of incursion in the West was moistened with Kentucky blood—our battlefields are white with Kentucky bones."

ISAAC SMUCKER.

REMINISCENCES OF THE THIRTY-SIXTH AND THIRTY-SEVENTH CONGRESSES.

BY JOHN HUTCHINS, OF THE THEN TWENTIETH OHIO DISTRICT.

IV.

MR. CORWIN referred to Gov. Seward as follows: "Now do you suppose that any Republican does not understand the attitude of Gov. Seward on this question? Does anybody believe that Gov. Seward does not understand the Constitution? When he said freedom, as he called it, would invade Virginia and Maryland, does anybody suppose that he had the slightest idea, as he spoke to a listening Senate, that there would be an *armed* invasion? Certainly not. I do not come here to

defend Gov. Seward—he will soon be with us to do that much better than I can. I am not his attorney-at-law but I do not know how soon I shall be charged with complicity with John Brown. (Laughter.) I think therefore that a selfish motive operates with me at this time."

Mr. Thomas B. Davidson of Louisiana, suggested that if Mr. Corwin desired to continue his remarks he would move an adjournment.

Mr. Gartrell of Georgia, suggested

that a great many on this side (Democratic) of the House wished to catechize the gentleman, and he hoped he would allow an adjournment, but Mr. Corwin preferred to go on. The numerous questions put to him were all answered.

Mr. Corwin preferred the Fugitive Slave law of 1793 to the law of 1850. Mr. Cox of Ohio, then put to him this question: "Then you do not agree with Mr. Webster, who said this is a better law?"

Mr. Corwin: "If Mr. Webster said so, I think he was mistaken. He was a smart man, but he might have erred on that point."

Mr. Barksdale of Mississippi, put this question: "Does the gentleman represent himself as the embodiment of the Republican party?"

Mr. Corwin: "I am of the respectable portion of it."

There is one matter brought out in the answer of Mr. Corwin to questions put to him by members, which is worthy of mention, and every person of political experience will understand the truth of the answer. Mr. Corwin had admitted in reply to a question that, as a member of President Fillmore's cabinet, he advised the President to sign the Fugitive Slave law of 1850, although he did not like it in all respects. There was a Republican convention in Ohio, of which Mr. Corwin was a member and on the Committee on Resolutions. Mr. Cox had read one of the resolutions passed, in these words:

"Resolved, That proclaiming our determination rigidly to respect the constitutional obligation imposed upon the state by the Federal compact, we maintain the union of the states, the rights of the states and the liberties of the people; and in order to attain these important ends, we demand the repeal of the Fugitive Slave Act of 1850, as it is subversion of both the rights of the states and the liberties of the people, and is contrary to the plainest duties of humanity and justice and abhorrent to the moral sense of the civilized world."

Mr. Corwin had voted against this resolution, in committee, but there was no opposition to it in the convention.

Mr. Curry of Alabama, put to Mr. Corwin a question of this purport: "What was the vote of the convention on this resolution when it was adopted?"

Mr. Corwin: "I do not think there were twenty men in the convention who knew what was in the resolution."

Mr. Curry: "That is very strange."

Mr. Corwin: "Oh, no! They had every confidence in me." (Laughter and applause.)

Mr. Corwin then said: "Well, as I have said, the resolution referred to appeared to pass. I am speaking what I know. We were in a great hurry. As to that fact about that law being subversive of the rights of the state, I do not believe it, and so stated everywhere. The resolution was passed in

a great hurry. It was late in the afternoon of a very warm day, and the meeting took place in a very warm room. The resolutions were taken into the convention after candles were lighted. There were seated two or three hundred men with fans, and panting like rats in an exhausted receiver (Laughter.)—And the whole of the resolutions were read by you, sir, —Mr. Bingham, a gentleman, with his usual modesty, spoke in a low tone (Laughter.) The members really did not know what they were passing. So then they should not be taken as the *deliberate* judgment of that convention. I dare say that in the South the thing would be more carefully done. Whatever was read or published, the people of the state of Ohio have their own opinion, and if they do not like a platform they will vote for the men they prefer, without reference to platform."

Mr. Barksdale: "Did any portion of the Republican party repudiate that platform?"

Mr. Corwin: "Yes sir; one of their great leaders. (Laughter and applause.) I did repudiate everywhere that part of it."

Mr. Barksdale: "Were the resolutions accepted or rejected by the Republican party?"

Mr. Corwin: "They were accepted by the convention, but I do verily believe the great mass of that party would not agree to the terms of that resolution, though I and many others think the law should be amended. But they did not indorse, with full knowledge the

terms of that resolution. (Laughter.) Like Helper's book, they did not know what was in them." (Renewed laughter.)

There was a pleasant vein of irony in this answer of Mr. Corwin which a large majority of the members of the House duly appreciated, especially his reference to Mr. Bingham, his colleague. Mr. Bingham was one of the best orators in the House, and his distinctness of articulation and power of voice were such that he could be heard all over any ordinary sized public hall.

Mr. Corwin in this answer also truly described the usual manner of business in state and national political conventions. The order of business is first, the appointment of committees, among which is a Committee on Resolutions, which is the platform committee, and representative men from each state or county, if it is a state convention, are named as members of this committee. Resolutions are prepared generally before the assembling of the convention by the members of the committee and others. They then deliberate upon the matter, and by a vote of a majority of the committee a platform is adopted. Of course there is seldom unanimity in human affairs. And this platform the chairman is instructed to report to the convention. This is generally done late, and when the convention is about ready to adjourn. A vote is taken and the resolutions as a whole are adopted with expressions of applause. The platform may be regarded as the expression of a majority of the conven-

tion. But many independent intelligent men in any party are compelled to do, as Horace Greeley did, when the Whig convention nominated Gen. Taylor for President, "spit upon the platform" and vote for the candidate nominated.

Here is a brief extract from the peroration of Mr. Corwin's conciliatory speech: "We have no occasion to quarrel over this subject, if we only knew each other's hearts. Men talk of the rights of the North and of the rights of the South. It will not do to consider the subject in that light. I know that the people of the South do really believe that there is a combination of politicians at the North to take away from them some right which they have under the Constitution. How can that happen?"

"I know that a question of policy may be decided wrong, but I also know that no constitutional right which the South has can be taken from her. If the constitutional right of any citizen is jeopardized, he can bring the question from a state court to a Federal court here. In 1832 there was a dispute in South Carolina about the constitutionality of duties levied on foreign goods. The people of that state thought that the law was unconstitutional, and the state court, I believe, decided that it was. That was a more dangerous crisis than any we can conjure up by these fabulous spectres which we invoke now . . . I suppose we must organize the House in some way or other, and really it seems to me that

what we call this preliminary discussion is somewhat out of place. Let us remember we have work to do. When the House is organized we can discuss these questions in a legitimate way, and when we can consider our ways. I should esteem him the best friend I have on the face of the earth who will satisfy me that the doctrines which I hold on these subjects are wrong. I should like now to move to lay this whole subject on the table."

Mr. Samuel S. Cox, then of Ohio, but now a resident of New York City, obtained the floor in reply to Mr. Corwin.

A few quotations from Mr. Cox's able speech (for Mr. Cox is able, eloquent and witty), in connection with those taken of Mr. Corwin's, will explain the state of political feelings then existing in Ohio, and will explain also the excitement at the Cleveland meeting referred to, numerous attended by the people of the Western Reserve, one of whom was the author of these reminiscences.

It may be stated here, that the quotations given are all taken from the *Congressional Globe*, Part I., First Session of the Thirty-sixth Congress, 1859 and 1860.

Mr. Cox commenced his speech as follows: "Mr. Clerk, I wish that some other member from the state from which I come would answer the very facetious and sophistical argument of my colleague from the district near my own. I do not think that he differs so much from the Democratic party as

perhaps his position here might lead us to believe. But I do not believe that the masses of the Republican party in the state of Ohio approve of his sentiments here enunciated. I have always thought in my own mind, that the distinguished gentleman—and I have always quietly given him credit for it—went into the Republican party with his national sentiment for the purpose of breaking down its sectionalism and destroying its distinctive features. But his speech to-day ought not go to the country without some response from a Democratic member from his own state. This response I will endeavor to give without premeditation or preparation.

"Mr. Clerk, it seems to me perhaps, as the nominee presented by the Republican party for Speaker, is a Republican from the state of Ohio; that the politics of the Republican party of that state of which he is an exponent, should be discussed. I am ready to say here, that that nominee is personally as unexceptionable to the Democratic party of Ohio, as any man of the other side, unless it be my friend who has just taken his seat—Mr. Corwin."

Mr. Cox denied in substance that Mr. Corwin embodied the principles of the Republican party or that he spoke for the organization in Ohio, and then said, "I will show you before I sit down that that organization is one subversive of the Constitution, one that strikes down the judges of the state for daring to sustain the Constitution."

Mr. Cox made other remarks about

Ohio Republican politics not very flattering, and then said, "I want the country to understand the lawless and orderless character of that organization." He then gave an account of what is known in Ohio as the "Oberlin Rescue Case." These are the material facts in that case:

A slave had escaped from Kentucky and was found in the neighborhood of Oberlin. His owner went before a United States commissioner and obtained a warrant for the arrest of his slave, and after his arrest, Plumb, Peck and others rescued him from the commissioner. The United States officer went to the United States Court at Cleveland, and had the rescuers indicted, and they were tried and convicted.

It was claimed by many that the law was unconstitutional, and the rescuers appealed to the Supreme Court of the state to be released, claiming that the law was unconstitutional, and therefore they were unlawfully imprisoned. The case was tried in the Supreme Court of the State at Columbus, and by a majority of the court it was decided that the law was constitutional, and thus ended the effort to release the prisoners, who had been convicted. Judge Swan delivered the opinion of the court, and it was claimed by Mr. Cox that he was not renominated by the Republican convention because of that decision. Mr. Cox also claimed that the Abolitionists of the Western Reserve controlled the Republican party of Ohio, and then he gave a description

of the public meeting referred to by Mr. Corwin, held at Cleveland. Brief extracts are here made from his speech descriptive of this meeting. "First marched the Sons of Liberty, with Mr. Giddings, who upon this floor announced himself in favor of a servile insurrection, as I will conclusively show, notwithstanding the disclaimer of his successor—Mr. Hutchins. They marched through the streets with banners which were revolutionary against the Federal Government, and which bore emblems which found their out-crop at Harper's Ferry. One banner is noticeable; on one side of it is written :

ASHTABULA.

REGNANTE POPULO.

On the other :

SONS OF LIBERTY, 1769.

DOWN WITH THE STAMP ACT.

1859.

DOWN WITH THE FUGITIVE ACT.

"They marched through the streets to the music of the old Revolutionary song, the Marseilles hymn, that glorious inspiration of democracy; that defiance, not against constitutional liberty, but against despotic Kingcraft. I have understood that these Sons of Liberty and the students from Oberlin sung it in French. Now you know our friends from New England, who made up the Sons of Liberty, have a nasal twang, peculiar to their singing, and the French language has the same nasal peculiarity, and when the two were combined they produced the most

thrilling effect in the streets of Cleveland. (Laughter). Aux armes citoyens! Formez battalions! (Great laughter). . . . Yesterday while the gentlemen from Tennessee (Mr. Nelson) was addressing the House in one of these Union strains, in order to show up the disunionists, he quotes from the famous or infamous Giddings appeal in favor of servile insurrection and of which the Harper's Ferry affair is the legitimate fruit. But the successor of Mr. Giddings arose and denied that that gentlemen ever uttered such a statement upon this floor, and I have recently seen that the *Journal of Commerce* has been compelled to take back that sentiment, in consequence of the denial of Mr. Giddings."

Mr. Cox then caused to be read from the Congressional Globe of the first session of the Thirty-third Congress an extract from a speech made by Mr. Giddings.

Mr. Hutchins then stated that the extract read was not the one quoted by Mr. Nelson, but Mr. Cox claimed it was the same in spirit.

Here a spicy colloquy occurred among Mr. Cox, Mr. Bingham and Mr. Corwin, Mr. Sherman and Mr. Ashley, during which Mr. Cox asked Mr. Sherman whether or not he believed in the constitutionality of the Fugitive Slave Law.

Mr. Sherman refused to answer.

Mr. Cox continued his speech at great length; a short quotation from the closing part of it will be here given :

"There is a sentiment in the North-

west which cannot and will not listen to a disunion sentiment. I regret to hear upon this side of the chamber the dissolution of the Union spoken of as a contingency. I wish to say in behalf of the national Democrats of Ohio, that with them there is no such word as that rung in our ears by Southern gentlemen—dissolution of the Union *per se*. We know no dissolution *per se*. We have no dead or living language to phrase such sentiments. We are for the Constitution and for the Union. We have no language to express anything with respect to breaking these ties, so eloquently expressed by my friend (Mr. Corwin), which bind us together. . . . We of the Northwest have no affinity with any one who utters the cry of disunion whether from the North or South, whether it comes *per se* or *per* anything else. . . . There remains in the Northwest the ready love, the unselfish devotion and the patriotic zeal which is quick to hail the music of the Union as the harbinger of our safety and repose."

The House adjourned on the conclusion of Mr. Cox's speech.

Mr. Morris, of Illinois, when the House met December 9th, caused to be read from the *New York Tribune* a letter from Horace Greeley denying the charge made by Mr. Kellogg. Most of the day was taken up in the discussion of Mr. Kellogg's charge and other matters were talked about, but Helper's "Impending Crisis" would get in, notwithstanding the efforts made to keep it

out. There was an angry war of words between Mr. Logan and Mr. Kellogg, which is described in the *Globe* as follows :

"Here Mr. Kellogg advanced in a threatening attitude towards Mr. Logan. They were with some difficulty kept apart by members surrounding them, in the midst of the utmost confusion and disorder. Several members rose to questions of order, but the Clerk refused to entertain the question of order, or to listen to any debate until the House came to order." After order was restored, Mr. Logan yielded the floor to Mr. Miles Taylor, of Louisiana, an estimable gentleman, who commanded the respect of all parties. Mr. Taylor said : "I suggest to this House that it is time that the course of proceedings which has been entertained should cease. (Cries of "That is right!" from the Republican benches). The time has arrived when this species of discussion, which can tend to nothing but excitement and personal irritation should be terminated. Allow me to say that the gentlemen of the House of Representatives should now proceed, quietly and with dignity, to vote until we have effected an organization, in order that there may be some person clothed with the authority which is essential to the preservation of order and decorum amongst us. For myself, Mr. Clerk, my feelings are as strongly enlisted in the various questions that may be agitated here as those of any other member on this floor. . . . Now, we are a mere unorganized assemblage

of persons without there being one single individual possessed of any power that can contribute to the preservation of order, or without any member having a right to carry on a proper and fair discussion."

This excellent advice of Mr. Taylor was not heeded and Harper's Ferry, Helper's book and the Fugitive Slave law received due attention. Extracts from these speeches by leading men will be given to show the temper of the times, the opinions of men at that time honestly entertained no doubt, but since materially changed by "the whirligig of time."

Mr. John A. Logan of Illinois, obtained the floor and made a vigorous speech from his political standpoint. Here are a few extracts:

"Sir, are there not hundreds and hundreds of fugitive slaves passing through Ohio and Illinois and the great northwestern states, who belong to the constituency of those people here representing the Southern states on this side of the House? Why is it, if you are good Constitution-loving citizens, loyal to the Constitution, if you love the Union and love the Constitution, why is it, I say, that you will not do justice to these men by taking these fugitives and returning them to their masters, as the Constitution and statutes of the country require?

"Why, gentlemen, do you not do it? Yet you say 'Oh, we will take no right from you Southern men that you are entitled to under the Constitution.' Every fugitive that has been arrested in

Illinois or in any of the Western states (and I call Illinois a Western state, for I am ashamed longer to call it a Northern state) has been made by Democrats. In Illinois the Democrats have all that work to do. You call it the dirty work of the Democratic party to catch fugitive slaves for the Southern people. We are willing to perform that dirty work. I do not consider it disgraceful to perform any work, dirty or not dirty, which is in accordance with the laws and the Constitution."

In reply to a question of Mr. Haskins of New York, of the following purport, that if the Charleston Convention should adopt a platform in opposition to the views of Judge Douglas published in a magazine article, and should indorse the present administration, would he then support the nominee of that convention, Mr. Logan answered in substance: "I am now about twenty-eight years of age. I was born a Democrat and have always had confidence in Democratic conventions and I will vote for the nominee of that convention."

Mr. Haskins then explained his position as an Independent Anti-Lecompton Democrat in reply to a question from a Democrat whether he would vote for a Republican Speaker, that he would not vote for any gentleman who sustained the Lecompton policy of this Administration, but would vote for any gentleman on the Republican side of the House who came nearest his (Haskin's) platform.

Mr. Logan then said: "All I have to

say in reply is, that I came here as a Democrat and I expect to support a Democrat. I may have differed with gentleman upon this side of the House in reference to issues that are passed, but God knows that I have differed from the other side from my childhood, and with that side I will never affiliate so long as I have breath in my body."

Mr. Logan in his speech referred to the fact that Judge Douglas had stood by the South in 1850 in the enactment of the Fugitive Slave law "and when he returned to Chicago he was not allowed to address his fellow-citizens to show that the South had a right, under the Constitution, to have such a law. And he had referred also to his agency, in 1850, in the passage of the Kansas—Nebraska bill." "Yet," he said, "some of these Southern men, I am sorry to say, received this accusation against Judge Douglas with smiles and applause."

The confusion and disorder in the House will appear plain to those who did not witness it, by a reference to the fact which the official record shows. At the conclusion of Mr. Cox's speech, December 8, Mr. Stanton of Ohio obtained the floor, when the House adjourned, with a view to reply to Mr. Cox.

The possession of the floor at the time of adjournment gives the right to it when the House meets pursuant to adjournment. Mr. Stanton, therefore, technically had the floor, till he yielded it to Mr. Curry of Alabama, on the 10th; but literally he was floored dur-

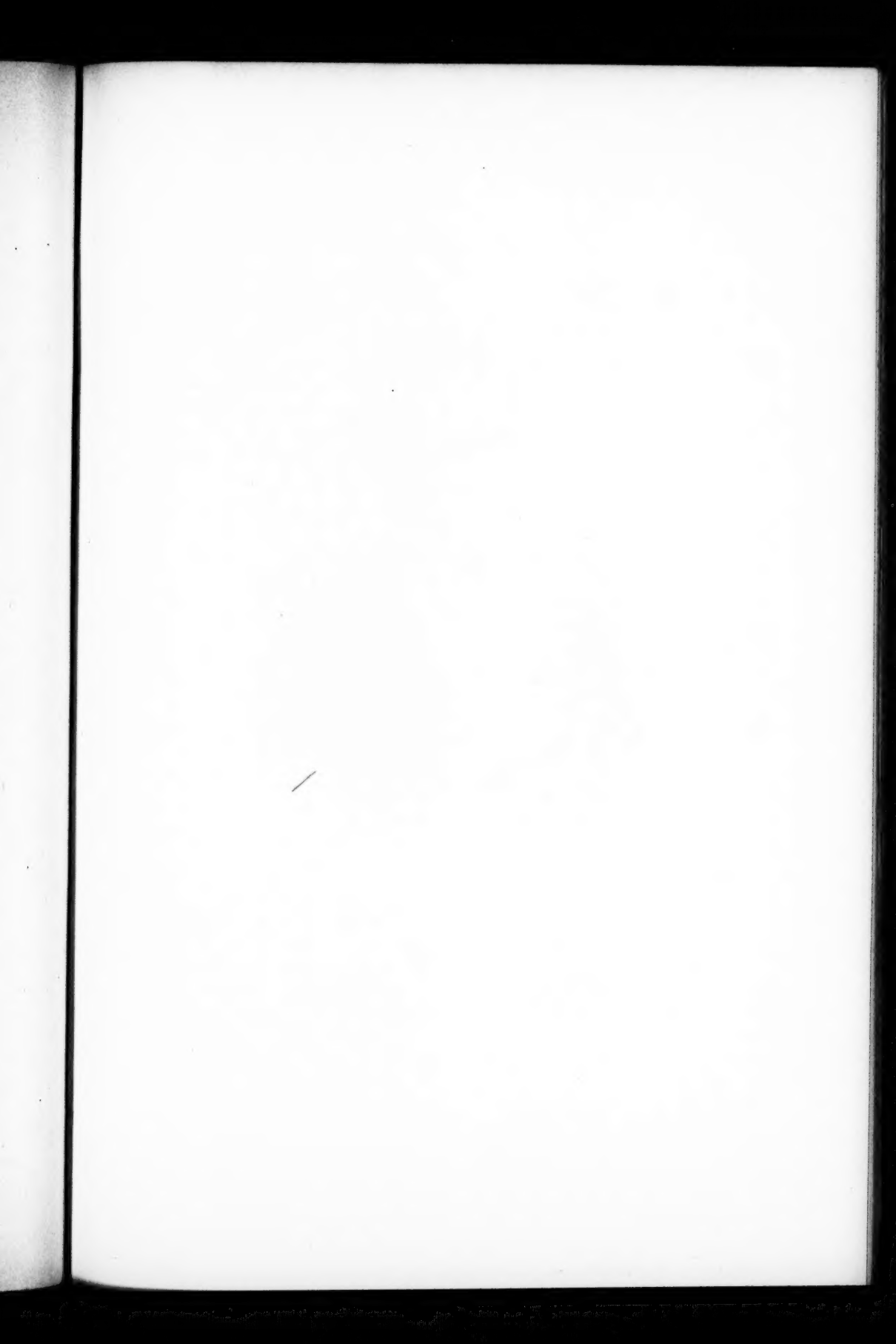
ing all that time, as thirteen closely printed, three-column pages in the official record of speeches, will show.

Mr. Stanton was a lawyer, an able debater, a conservative Republican, and as well qualified as any Republican in the House from Ohio to reply to Mr. Cox. Mr. Stanton, like a majority of Republicans, was not disposed to continue the debate, which had been thrust upon the House till the election of Speaker, and so long as the House was willing to ballot he was disposed to forego his privilege of the floor and he stated his position clearly as will appear by a brief extract from the *Globe*.

Mr. Stanton, "I had not intended to claim the attention of the House at all until it had been organized by the election of Speaker, if it had not been for the remarks of my colleague yesterday (Mr. Cox.) And now although I desire to avail myself of this or some other early opportunity to reply to those remarks, I desire to say now to the House, that if they desire to proceed to the election of a Speaker, I will forego making the remarks I intended to make upon this occasion, and allow the House to vote as long as it chooses, with the distinct understanding that when the House will vote no longer and desire to renew the discussion, I shall be entitled to the floor."

The third ballot for Speaker was then had and resulted substantially as the second.

At the announcement of the ballot





J. M. Margrett

Mr. Hickman, of Pennsylvania, introduced the following resolution: "Resolved, That the House will proceed immediately to the election of Speaker, *viva voce*; and if the roll shall have been called three times and no member shall have received a majority of all the votes cast, the roll shall again be called, and the member who shall then

receive the largest number of votes provided it shall be a majority of a quorum, shall be declared duly elected Speaker of the House of Representatives of the 36th Congress."

After numerous questions, explanations, etc., the House adjourned with Mr. Stanton on the floor.

TURNER M. MARQUETT.

TURNER M. MARQUETT of Lincoln, Nebraska, has won a reputation as a learned and eloquent lawyer—and as a man whose personal, professional and public life are laid upon a high level,—that has extended all through the Northwest; while locally and directly he is best known to many through his service as attorney for the Burlington & Missouri River Railroad Company. The descendant of an honorable and well-known family of Virginia, he had a pioneer experience in Ohio in his early youth; to be repeated in another line of life, in the new Nebraska, in a later day. The family of which he was a member removed from the Old Dominion in an early day and settled upon a farm in Clarke county, Ohio, where the father carried on agriculture with success for the remainder of his life.

The son Turner M., the second son in a family of nine, was born in what is now the city of Springfield, on July 9, 1831. He inherited by natural descent those qualities of mind and

fibres of character surest to aid him in the real work of life—his ancestors upon his father's side being French and German, and upon the mother's, English and Scotch. His early days were passed in the quiet but strengthening influences of pioneer life upon the farm—the work of the farm and the winter school preparing the reservoir for future learning, rather than imparting the knowledge itself. But the desire was there and the determination to make that desire good; and against these dynamic forces, inert circumstances were of no avail. When twenty years of age, young Marquett entered the Ohio University at Athens, from which he graduated in the scientific course. In the spring of 1856 he made up his mind to try his fortunes in the opening West. The territory of Nebraska which, with Kansas, was then attracting widespread attention wherever the echoes of freedom's battle were heard, was chosen as his point of destination. He first stopped for a time in Plattsmouth, Cass county,

where he was occupied during the winter of 1856-7 as a clerk in the store of William M. Slaughter—where he worked for his board. But he had been for some time preparing himself for a different line of labor, and in the spring of 1857 he opened an office and commenced the practice of law—in which profession he continued with success and ever-widening influence and reputation in that vicinity until 1874. He was not, however, left altogether to the demands of that profession, but was more than once called upon to positions of public honor and trust. He was elected to the territorial legislature, in which he served three terms and was four years in the territorial council. In June 1866, he was elected upon the Republican ticket as Nebraska's representative in Congress, the territory having previously received the enabling act; and at that time voted upon the question of admission into the Union as a state, and also elected a full set of state officers, including one member of the national House of Representatives.

Nebraska was admitted on the 2d of March, 1867, and Mr. Marquett's term of office as congressman was one of the shortest upon record,—lasting two days and three nights; but which time was sufficient for him to voice his convictions in his vote, and serve his party and the country, by voting for the passage of all the great reconstruction measures, over the veto of President Johnson. Mr. Marquett might legally have served for two years

instead of two days, and his refusal to do so upon the grounds of pure morality, speaks significantly of the mental trend of the man, and gives us an insight into his character. The reasons for this decision have been given by Mr. Marquett in his own words, which we take the liberty of quoting: "I was elected to Congress in June. The state was not admitted before the general election in our state, which was in the following October. At that time it was thought best to elect a territorial delegate to the Fortieth Congress and also a congressman. I was elected for territorial delegate, and John Taffe for Congress. I went on in December and worked hard for the admission of the state, which was admitted on the second of March. It then became a question whether myself and the two senators who had been elected to represent the state, Gov. John M. Thayer and Thomas W. Tipton, should be sworn into the Thirty-ninth Congress or should wait until the 4th of March and be sworn into the Fortieth Congress. They both determined to wait for the Fortieth Congress. This would give them two years longer time. I could have waited and been congressman for the Fortieth Congress, and as there was no provision in the enabling act to elect more than one congressman, I knew that under the law I could hold my seat, and was advised by my friends not to be sworn in until the meeting of the Fortieth Congress; and I admit it was something of a temptation to do as the senators proposed to do, and which

would have given me two years instead of two days. But on the other hand I thought it would hardly be a fair thing for my friend, John Taffe, and hence as soon as the state was admitted I appeared on the floor of the House and was sworn in. Politicians from Nebraska looked upon it as a foolish thing to do. I deemed it but right. It was the right thing but I never got credit for it. I believe there was no paper in Nebraska that mentioned it that did not say it was foolish on my part. I recollect one of the papers said that the senators were sharp enough not to be sworn in until the Fortieth Congress, while I had no more sense than to be sworn out of a two years term in Congress. I looked upon it as the right thing to do, and would do it again."

"You see," added Mr. Marquett at the conclusion of this explanation, "I am a failure as a politician"—which speaks less for the current idea of political methods, than for Mr. Marquett's personal manliness and uprightness of character.

Upon the expiration of this brief term of service, Mr. Marquett returned to Plattsmouth, where he remained in the practice of law until 1874, when he removed to Lincoln, the capital of Nebraska, where he has since resided. Soon after this removal he formed a law partnership with Gen. Amasa Cobb, under the firm name of Cobb & Marquett, and afterwards of Cobb, Marquett & Moore, until 1878; when Gen. Cobb was appointed judge of the Supreme Court. Mr. Marquett then

continued in the practice alone; until he became the head of the firm of Marquett, Deweese & Hall, which enjoyed from the beginning a large and lucrative practice.

In 1869, it should be mentioned in passing, Mr. Marquett was a very prominent candidate for election as United States Senator from Nebraska, and came within one or two votes of an election. Since then he has had little of a personal connection with politics. He has always been a Republican, from the formation of that party.

Mr. Marquett has held his present position as general counsel for the Burlington & Missouri River Railroad Company, since 1869, a period of twenty years. He is ranked as one of the best railroad lawyers of the country, and stands very high in every department of his profession in which he has taken part. To quote the language of one who knows well: "One cannot speak too highly of his abilities as a railroad lawyer, nor of the hold his eloquence has on juries; whether in civil or criminal cases, he carries an immense moral weight with him in such cases, as he is known to be straightforward, and as honest as the judge upon the bench himself, even though he is pleading for a client." He is a close student and an extensive reader, well-balanced mentally; and his success as a lawyer depends largely upon the thoroughness with which he always understands his case, not only in the general outlines, but in all the details. In the trial of a case he is original,

and the opposing counsel do well to look for an unexpected turn at any time. The following incident has been related in illustration of this point: He was defending a man for murder, which had been committed, according to the indictment, by sending a bottle of poisoned whisky through the express office. The prosecution depended on the evidence of the express agent, who in the preliminary examination identified Mr. Marquett's client as the man who delivered to him the bottle. When this witness was called Mr. Marquet had a person who resembled his client, personate the accused, while the latter sat with his back to the witness, and was busy writing. The witness identified the man that sat by the side of Mr. Marquett as the guilty man—the man who had brought the bottle in and delivered it to him. Thus the credibility of the witness was destroyed and his client eventually acquitted. In the conduct of a case he is not content to follow the old beaten lines, but goes outside and gathers up everything that bears on the case or will aid his client. In short his success has depended on his thoroughness in details, and his originality in prosecuting his cases.

While, as has been said, Mr. Mar-

quett takes little part in politics, he is occasionally persuaded to take part in an important campaign, and he has no superior as a stumper in the state. As an after-dinner orator he is full of eloquence and wit, and is always put upon the programme for the principal speech upon all sorts of social occasions. His open-handedness to his friends and his generosity in all charitable undertakings is proverbial. He has paid more notes as "endorser for an acquaintance" than any other man in Nebraska. But it is because he is ever ready to help a friend out of a difficulty, not because he is careless, and easily imposed upon.

Mr. Marquett has been twice married, first in November, 1861, to Miss Harriet Border, a native of Illinois, who died at her home in Lincoln, in 1883, leaving four children. The eldest, Belle, is now the wife of Clifford Tefft. Harriet married George H. Fawell, and Gertrude and John are at home. Mr. Marquett contracted a second marriage in 1885 with Mrs. Asenath Stetson. The family residence is pleasantly located on the corner of P and 18th streets in Lincoln, and Mr. and Mrs. Marquett enjoy a wide acquaintance and great personal popularity.

THE AMERICAN RAILROAD: ITS INCEPTION, EVOLUTION AND RESULTS.

XIX.

THE BURSTING OF A BUBBLE—THE RAILWAY MANIA OF ENGLAND.

BUT all this was only the precursor of the coming storm. The wild excitement of a half-decade past, had carried railroad stocks to that stage of inflation, and projected so many lines that could be built only upon paper, that a climax and reaction were inevitable. In the early fall of 1845 it was estimated that to build the lines then in course of construction, or projected, in England alone, would require a capital of more than three hundred millions of dollars! From tables published at the time, for the purpose of influencing railroad subscriptions in America, we learn of the expansion in values, upon some of the English lines, between November 30, 1844, and July 20, 1845, the figures being stated in pounds:

Roads.	Paid on Share.	Value Nov. 30.	Value July 8.
Bristol & Gloucester.....	30	36	60
Dublin & Drogheda.....	60	72	115
Dublin & Kingston.....	100	165	251
Grand Junction.....	100	210	239
Great North.....	100	110	230
Great Western.....	80	138	215
Liverpool & Manchester.....	100	203	214
London & Birmingham.....	100	218	245
Sheffield & Manchester.....	87	83	135
York & North Midland.....	50	100	115

"The average dividends," says the optimist editor of the *Railroad Journal*, from whose pages these figures are taken, "last reported are about six

and one-fourth per cent., or nearly double the rate of interest on permanent loans in England; and it has increased the market value, and we may say the real value, of the shares representing this £39,579,689 to over £73,000,000 on the 19th of July last; and by a reference to the dates of August, I find the shares have most of them advanced, and not more than one or two show any decline, even with the additions of one hundred and twelve new lines, or 2,860 miles of new railways to be built, requiring over fifty millions of additional capital to construct them. It seems proper to mention, for it is an important fact, that these advances in the value of shares have taken place at the same time that some of the most important lines were working under the influence of materially reduced rates. The average length of these thirty roads is only fifty miles. The entire length of railway now in use, in course of construction, and recently chartered in Great Britain, is not far from six thousand miles, on a territory not quite three times as large as the state of New York. If such results are realized in England, where but a small

portion of the people travel, and on such short roads, what may we not anticipate in this country, where everybody travels?"

The mania was in its height, and monopolized the speculative funds of England and France, to the exclusion of almost everything else; although the more careful speculators and investors began to apprehend danger and retired with what they had already gained. Money became scarce, and the rates of interest advanced. In France, the payments of the first installment, of ten per cent., upon only five of the new railroads, made a levy of eighty-five million dollars upon the funds of the capital. The daily journals of London were realizing from two to three thousand pounds per week for railroad advertisements; in three months nine railroad journals sprang into being in England alone; ten distinct lines of railway were projected, to provide a nearer route between London and Manchester, all selling at a premium, and requiring a capital of £23,150,000 for their completion; the Pope interdicted railways in his dominion, while the Bishop of Exeter called the attention of his clergy to the impropriety of being engaged in railway speculations. In France the excitement was running with equal heat. A writer in Paris, under date of November 1st (1845), throws a strong light upon the situation there: "Railway fever rages with as much virulence in this country as the same malady appears to do on your side of the channel. High and low, rich and poor,

gentle and simple, young and old, male and female—all appear determined to become rich *tout a coup*, without any further trouble than buying railway property and selling it again. Unluckily the golden dream does not appear to be realized for all; but still the failures have not yet been sufficiently numerous and sufficiently disastrous to cause it to be treated as a delusion and a snare, *au contraire* scores of persons have become enriched—therefore, it is asked, why not all? Heaven grant that the reply to the questions be not ruin and wretchedness and misery! Meanwhile, the speculation is carried on to an extent that would astonish a negligent observer. From a petition drawn up by the merchants of Paris, it appears that twenty millions of British money, or one hundred millions of dollars, are now locked up in railway speculation; and from the calculations that I myself have had occasion to make, I am inclined to think that the amount is really not less than £15,000,000 sterling, even if it be not more. The worst of it is, that this enormous sum is not employed in making railways, but is deposited in bankers' hands, and lies idle and unproductive in their strong boxes. The French chambers have adopted the system of putting up great lines of railways to public competition, awarding them to companies that will take a lease for the shortest period, and agree to give them up, entirely constructed, and with all their material, to the government, at the end of the lease. This system calls

into existence an immense number of companies, each company being compelled to raise the amount of capital actually required for the railways. Thus there are six, eight, and in one case twenty companies for particular railways, and, by consequence, six, eight, and twenty sets of capitals, or five, seven, and nineteen more than will really be required. From this you may judge of the folly of the system which necessarily causes such an enormous amount of capital to be unproductive for months and months; and you may imagine that the mercantile classes are suffering grievously for want of money."

But England and France were not alone. The speculative theorists were eager to break down the walls of far China herself, as a means of offering investments to the excited public. When we remember that capital and energy are endeavoring even now, and with little encouragement, to open the Celestial Empire to the locomotive, the following, penned soberly in the closing days of 1845, will be read with double interest: "It is now said that a railway is contemplated to connect St. Petersburg with Peking. We have faith in the scheme. The resources of Russia, her scheme of employing the labor of her immense army in constructing work of this kind instead of their idly performing garrison duty, as the armies of the other European powers have been for some twenty odd years past, will soon tell what can be done with half a million able bodied men,

set to work opening avenues for trade instead of closing and trying to guard from intercourse, as has so long been the policy. How such a route would compete with the route to China by the Persian Gulf, the Red Sea, or the Cape of Good Hope, it is time enough to conjecture. As an ingredient of power in the hands of the northern empire it must be invaluable. Railroads will be more to her than can be calculated. They will compensate for want of sea ports and sea room. Let the imagination run for a moment round the vast area of the Russian empire, and see how it is and has been cramped up, as it were, for the want of just such an apparatus to give it impetus in the track of improvement, and see how the neighboring powers dwindle as she expands in every direction. All this is speculation, a touch of the *infection* of the day. Perhaps so. The man that would have predicted twenty-five years ago that by this year 1845 ten thousand miles of iron track railways would be in use at the cost of many hundred millions of dollars, would have been considered a perfect enthusiast, and if he had gone on to say that this same year the people of almost every country were literally gone crazy in pursuit of a chance to make their fortunes in constructing more railroads, he would have been set down as a crazy man at least."

The railway through China was not built, nor were many carefully laid out and generously advertised, nearer at home. The reaction came, and while

many were left rich, thousands were ruined, and the safe and solvent roads were for a time compelled to suffer with the rest. To quote from the *Liverpool Times*: "The railway mania has received its *quietus*. Something like a panic has overtaken the speculators in iron highways. Now that the reaction has come, it brings in its train ruin and devastation, and bankruptcy to thousands. But the end is not yet, a more gigantic system of swindling has rarely been seen in these latter days, and the number of respectable persons who have lent their names to support bubble companies, make us blush for the cupidity of one common humanity. The Bank of England, the critical state in which the food of the country has been placed by the harvest, and the state of the potato crop; above all, and beyond all, the ridiculous experiments which the projectors of the numberless moonshine companies made upon the common sense of mankind—these causes have forced the declension to its present point. The wreck of fortunes and of characters which this temporary insanity has produced, will be felt long after the causes that produced it have passed away.

"As a proof of the extent to which this huge system of swindling has been carried, it may be mentioned that even ladies were not exempt from its influence. The female friends and relatives of those who pulled the wires of certain imposing puppet schemes, were in the daily habit of haunting the purlieus,

and offices of the share-brokers in the metropolis, to watch the market, in order to turn their letters of allotments to the best account. One of the railway papers mentioned a certain batch of female speculators who contrived to realize, by this kind of chicanery, during the height of the mania, the astounding sum of £500,000. Now that people have time to reflect and to analyze, they find that out of thirty-three sets of provincial committees, the name of one party appears twenty-three times; the names of two others, nineteen times; of three, seventeen times; of fourteen, fourteen times; of twenty-three, eight times; of twenty-nine, nine times; and of twenty-two, ten times."

The *London Times*—although nineteen columns of each issue, upon an average, were filled with profitable advertisements of railroad projects—continued from day to day to utter loud protests against the course of the speculators, and to warn the people that a day of reckoning must come. A personal examination of the pages of this journal during the final months of 1845 will show the drift of events toward the inevitable end, and the efforts made by at least one great journal to call a halt while there was yet time. In the issue of October 17, 1845, we find this warning: "Railway allotments and railway scrip, the deposits and premiums on railway shares, are at present the all-engrossing topics. It is reserved for a future day to consider and provide against railway discount. While the present rage for making money

continues; so long as bubbles are convertible into cash; and till it is found that an end must come to the practice, if not the science, of realizing before a railway exists except in imagination the possible profits of its contingent traffic, and of securing beforehand the savings which are to result from its uncertain income, it will be hard to bring the nation to take a calm survey of its prospects, and to provide wisely against its future necessities. When pay-day comes,—for, however unwelcome the hard truth may be to speculators of all sorts, pay-day always comes,—when bubbles burst, and those whom they have dazzled find themselves left in the suds; when calls are imperative, and there is nothing to meet them; when scrip is found to be an inconvenient incumbrance by its holders, and is redudiated by those who have sold it; when the sad reality of Parliamentary contracts and subscribers' agreements is proved to be an uncomfortable fact, and it is discovered that no more trust is to be reposed in Railway Kings than in ordinary Princes, the nation will be as much troubled as it now is elated, and there will be an equal difficulty in bringing it to a due consideration of its expectations and its needs." Again, on October 18th: "The mania for railway speculation has reached that height at which all follies, however absurd in themselves, cease to be ludicrous, and because, by reason of their universality, fit subjects for the politician to consider as well as the moralist. Whilst we contemplate with pity the enormous

amount of individual misery which must inevitably, and at no distant period, fall upon thousands who have madly entered within the clutches of the iron Mammon, we must not lose sight of the fact that the character of the nation itself is at stake. We do not here allude to the almost certain deficiency of money to carry out the proposed undertakings. This part of the subject has been treated in former articles, and may perhaps be further pursued. What we would at present draw to the attention of the public is the alarming extent of those dishonest and now illegal practices by which unwary persons are induced to embark their capital in railway speculations. It is a matter of daily occurrence for the promoters to place in the provisional committee the names of noblemen and gentlemen who, in many cases, have neither interest in nor knowledge of the affair, and in some instances are directly opposed to it."

A suggestion of the results of the near future, is given in the *Times* of October 20, showing that the Bank of England had found it necessary to throw its influence against the rising tide: "The wise proceeding of the Bank of England in raising the *minimum* rate of discount to three per cent., small as the difference is from that which before prevailed, has brought the railway speculation to at least a temporary stop. Little has been heard on all sides to-day but discussions on the tendency of this measure, and among the jobbers and gamblers in railway shares the conviction is general that it

ought not to place them in a worse position, because to men who are already paying at the rate of twenty or thirty per cent. to put off the evil day of payment, a difference of one-half per cent. in the current value of money seems a trifle unworthy of the smallest consideration. Still they hesitate about engaging in any new operations, and the disposition is far greater to sell than to buy, only that buyers are not to be found at the standing quotations, the dealers, who stand between the companies and the public, keeping aloof until they see which way the tide is likely to turn.

"The increase within the last ten days of new railway speculations announced, answers to a capital in round numbers of £50,000,000, the schemes being about forty in number. There had previously been advertised about 460 new railway schemes to be brought before the Parliamentary session of 1846, and representing a capital of nearly £500,000,000, the first calls on which may be roughly estimated at £45,000,000. The maddest of railway speculators, who is invulnerable to reason and to argument, must be startled, one would think, and pause a little at such facts! The railway meetings have decreased within the last few days. The public, no doubt, by this time have become in a measure surfeited with them, and the projectors do not find that general support which till within the last week or so was afforded to every scheme making its appearance."

Another straw, in the *Times* of October 27th: "One of the first houses in the city have, within the last few days, sent their collecting clerk to Manchester to get in the quarterly accounts, and have received answers from nearly twenty persons that payment is not convenient, as they have been engaged in railway transactions. The collector, writing for further instructions, is informed that he is in all cases to stop the credit and place the matter in the hands of an attorney forthwith."

An insight is also given us in the same prolific columns of some of the expedients resorted to by the speculators to keep the bubbles afloat and to set new ones drifting into the air. "A young gentleman," we read on October 31st, "need only to look at a half-crown railway map and search for a district tolerably clear of the rail. His eyes, of course, will guide him to one of the larger meshes in that thick reticulation. Taking two of the towns that form the corners of that open space, he draws a diagonal with his pencil and thus creates a 'direct line.' Branches and extensions can be added with still more facility. He then writes down, unless he can carry it in his head—1, the name of his company; 2, his own name as 'promoter,' either alone or with the names of as many friends as he can venture to take that liberty with, or, in fact, with any names whatever, real or fictitious; 3, his own occupation, viz., whether gentleman or esquire, or engineer, or

artist, or solicitor, or clerk, or perfumer, or tailor, or M. A. or M. D., or Dissenting minister; 4, his place of business, if he has one; 5, his place of residence, whether it be castle or hall, or in Berkeley-square, or rooms in Grays's-inn, or lodgings in the Borough. In the course of his walk to the office in Sergeants'-inn, he may, if he pleases, remodel his company, changing every name in it, whether of place or person, including himself. Arrived at the office he invests a few sovereigns, begged, borrowed or stolen, in fees, and enters his company as finally settled in his own mind. Advertisements and letters do the rest." "While any undertaking is in the state of scrip"—from a further exposition under date of November 1st—"which in railways seldom represent a payment of more than £2 or £3 on each share, it is easily kept in control by a junta of directors, provisional committeemen, and secretaries who have this great advantage over the public that they know exactly how many shares have been issued, in what hands they have been placed, and which of their subscribers are likely to throw them on the market. This is an advantage of itself, compared with which loaded dice make but a weak simile; but the case is infinitely worse when that practice which has obtained at the Stock Exchange the emphatic name of 'rig' is resorted to. Take a brief sketch of one, drawn from the life. A little junta of directors assemble to consider the applications for shares, and to allot them to the appli-

cants. At that moment, perhaps, lured on by a flattering prospectus, the greedy multitude of speculators out of doors—not a single letter being yet issued—are offering £5 premium on each. Sometimes this is really the public, but when a 'rig' is carefully planned and considered, it is more commonly some secret agent of the projectors, who stimulates the herd of fools congregated about the Stock Exchange, by offering to make an actual purchase at that price. A novice would conclude that if the concern were really an unsound one, a mere paper project, this would be a very silly proceeding on the part of the directors. By no means; they understand their business better. Their agent goes on purchasing at the rate of some high premium, not for money, of course, but for time, that time being the indefinite one of the appropriation of shares, which is entirely at their own disposal. The jobbers and others who calculate on finding an abundance of sellers in the market as soon as the letters are out, who will be but too glad to take much less and so enable them to deliver the scrip sold, and at a large profit, fall into the trap designedly laid for them. The directors or their agents having now made their bargains and filed the brokers' notes for them in the usual form, to the extent, say, of twenty thousand shares, resume the duty of considering the letters of application. Here some curious illustrations of the degree in which a board projecting a 'rig' may

also have a conscience will occur. They will give a few shares, more or less, according to the degree in which they desire to keep up appearances, but always less than they have already purchased through their agents, and which they know the market cannot produce. Instances have been heard of where directors have destroyed the whole of the letters of application, some bushels, of course, without ever looking at them. Then commence those tactics of realization which constitute the perfection of a 'rig.' It is announced that no more letters will be received, and that those which have been accepted have received their scrip, while the precious commodity, by fictitious bargains, comes to be regularly quoted in the official list, and all appears to be perfectly right and prosperous. As the period arrives for the making up of the time bargains, the sellers of the first operation begin to inquire where it may be procured for delivery, and find the holders, as they imagine, uncommonly confident; at all events, there is none to be had. They raise their offers, and begin to apprehend heavy differences, or the total loss of their credit. At this period comes into play the conscience, such as it may be, of the issuing board, the consideration being to what extent they shall mulct the unfortunate seller of what he cannot deliver without their aid, and who is entirely in their power. Sometimes they will content themselves with taking from him only £2 or £3 per share; but an instance occurred in

1825 where £10 or £11 were exacted. *The transaction then closes without the issuing of a single share.* If the seller, being a more acute person than usual, contrives to get some information of the 'rig,' he would repudiate his bargain, but this is the only mode of escape. Thus exactly according to the degree in which a 'rig' was practiced, would the market wear an entirely delusive appearance, and no test of value."

A clearer insight is given into the methods of the promotion of these bogus companies, in another column of the same issue, where a correspondent who seems to have had personal experience whereof he writes, exposes the sharpeners as follows: Local circumstances render a railway desirable to the important town of A. Some influential parties are called together by a solicitor, aided by an engineer, and are easily persuaded to sanction the scheme and give their names to it; the professional men indemnify them against all preliminary expenses; a barrister accustomed to this work (and to no other), draws a prospectus, a public meeting is called, the same barrister and perhaps some clever attorney, deliver themselves of their eloquence, resolutions previously cut and dried are passed with acclamation, and the good people of A apply for shares innumerable, under the impression that all is *bona fide* and aboveboard. The professionals club together £200 or £300, take offices, engage clerks and secretaries, and finally select their act-

ing committees, with much apparent good faith, but still taking care to secure the appointment of their own personal friends who are in the secret, and a large majority of provisional committee men who are not in the secret, and live at an impracticable distance from London, at remote places "on the line." Then follow the usual advertisements that all the shares are allotted, innumerable applications being of necessity left ungratified, and fixing a day for payment of deposits, on pain of forfeiture; and now the thimble rig begins in earnest—thus far it has been only arranging the tables. Some £20,000 or £50,000 are paid in, according, of course, to the estimated amount of capital.

The first demand upon this is moderate, only some £500 to the solicitor, an equal sum to the engineer, "on account," for preliminary expenses, and a few hundred more for advertising; the solicitor usually goes shares with the advertising agent, and of course the bill of the latter is paid without hesitation under the professional advice of the former, backed by the "directing" barrister, who receives a round sum of £300, not on account, but as a proper professional gratuity for services rendered in getting up the company, travelling, speechmaking, etc. Engineering, surveying, referencing and other professional labors, are now seriously undertaken and money liberally advanced, from time to time, on account; but these are not the profits to realize the golden visions of

modern projectors, and a deeper game is played; but like the gaming of our hells, it goes on behind locked doors and green baize curtains; none but the initiated being admitted. A "share committee" being appointed, to "manage the market;" the absentee directors know nothing of it and are never summoned; the fools in presence (for there must always be a sprinkling of fools in every well-organized acting committee, to count noses on an emergency) assent to it as a thing of course, being told that such manœuvres always require a tact, promptitude and delicacy which can only be found in a very limited body, and the little batch who are "in the secret," and who always stick together are naturally chosen to form the "share committee," because they are very truly supposed to be the most experienced in the ways of the market; the "directing" barrister assumes, without asking, an *ex-officio* title to be present at all times and in all committees.

The sub-committee thus constituted commences its operations by employing a stock broker to assist them, and he is immediately invested with full powers to buy as many of "the London & A Direct Grand Junction Railway" shares as he can procure.

He goes to work accordingly but begins with caution, limiting his first day's purchase to thirty or forty, and paying for them a low premium of 5s. per share. The next day he buys one hundred more at 7s. 6d., and then another one hundred or two hundred at

ios.; the transactions on the first fortnight's accounts may amount to £300 or £400 only, to meet which a check of £500 is readily given to the "share committee" without producing scrip, and without inquiry, for the gradual rise in the quotations satisfies the "sprinkling of fools" that all is going on right, and so it is for them and their colleagues; the second fortnight's accounts show a still rising premium and another check is readily given, but for £5,000 this time, the operations being more extended; and so the rig goes on till the differences thus liberally paid out of the deposits, amount to three-fourths of the balance at the bankers. Heaven only knows how much of these alleged differences sticks by the way; for the sub-committee truly urge, and are well-backed by the directing barrister and attorney, that such transactions demand the greatest secrecy and confidence.

When things have reached, or are rapidly approaching, this critical juncture, the "office" is given to all who are in the secret, and their shares are quietly sent in the market and realize a premium at the highest price, while those who are not in the secret and earnestly desire to sell, are prevented by withholding their scrip on a thousand frivolous pretences, the favorite one being that the "subscribers' agreement" is gone into the country to be executed! The absentee directors are usually honest men who have subscribed only for investment, or to advance a scheme of real local importance; the "sprinkling

of fools" are easily persuaded that it is for the common interest to hold each his thousand shares, or the market will be flooded and a panic ensue, and then the little "batch in the secret" make their fortunes, the bulk of the deposits having gone to the devil.

But the game is not yet over. If the barrister, the attorney and the engineer have done their work cleverly, the harvest still remains to be reaped; the first turn in the market is the signal given for the grand *coup d'état*, and of course it will not be long before the market turns when thousands are no longer supplied out of the deposits to create fictitious buyers. I need hardly observe that a line can scarcely be projected in these days that will not clash with some rival interests, but even if it should be so lucky, and therefore in all probability "a good line," it is easy to get up a competition, upon a good understanding with the opposing solicitor and engineer. Well, the market is flat; the premium falls, and is daily descending to par, and the active little share committee is the first to cry "*Sauve qui peut*;" attributing the growing panic to the improving state of the growing rival; "amalgamation" is now proposed; it is another work of difficulty and delicacy, and therefore confided to the share committee, or yet more frequently undertaken by them *Suo motu*, without any authority whatever. The solicitor and the engineer stipulate for compensation for surrendering their prospective professional gain, and each receives \$5,000. The direct-

ing barrister receives his fee for negotiating and settling the alliance, perhaps £500 and is further compensated by being made standing counsel of the new body. The batch in the secret each has his £1,000 for generously surrendering his seat in the direction to make way for new men. The "amalgamation" is pompously announced to the world as a measure obviously conducive to the interests of the line by saving a Parliamentary contest. The compensation fees are paid out of the deposits of the rival company, and the payment, if ever accidentally discovered, is justified by necessity. The scripholders on both sides, at length begin to see "they are sold, and, all but they being satisfied, '*the bubble busts!*'"

The repeated warnings of the *Times*, which seemed to have the interests of the people at heart, and was certainly sound in its position, had a perceptible effect upon the condition of affairs; but the tide had arisen to a point where even this great barrier could not stay the overflow, nor prevent the certain ruin of thousands. Passing rapidly through the files of that journal during November, a variety of interesting events may be discovered. Here, under date of November 7th, is a significant quotation from the *Newcastle Journal*: "Shares which a week or two ago bore a high premium and were eagerly sought for, are now at a discount, or, it may be, difficult to be disposed of at any sacrifice. The soundest and most promising lines have receded to an

extent unaccountable on any other principle than that of a sudden paralyzing panic having fallen upon the railway world, confounding for a time the substantial project with the empty bubble, and the well considered *bona fide* undertaking with the rash hap-hazard speculation. At any season or period a panic in the money market works a world of mischief, confusing everything; but in the excited state in which the country has been kept for the last six or eight months in respect of railroads at home, abroad and in the colonies,—when week after week, nay day after day, new projects full blown were being flung upon the market, it may easily be imagined what frightful havoc anything like a fright among railway shareholders would occasion, and what widespread ruin it would create. . . . Shares were at a high premium in schemes of which none knew anything save the solicitor or the engineer. Provisional committees and managing directories were forged out of materials which it was impossible to see without surprise, or examine without distrust; and in that condition of things, the crash was sure to come, sooner or later."

Again, on November 12: "One of the leading features of railway enterprise which is manifesting itself at this moment with an extraordinary degree of activity, is the employment of the vast numbers of persons who have any pretension to be called members of the surveying or engineering professions,

in the preparations for the 30th inst., when the plans, sections, and books of reference must be ready for deposit with the clerk of the peace. All of them receive the most liberal or extravagant pay, and the merest novices receive engagements, for which they throw up, with or without the consent of their principals, their regular employment, and nearly all ordinary and routine business is at a standstill. Of the extent of occupation which has devolved upon these professions in consequence of the prevailing excitement, some idea may be obtained from the useful statistical tables published in the Railway Almanack for 1846; and, as really eminent men are not numerous in those departments of professional skill, it necessarily follows that the whole work is in comparatively few hands. From these tables it appears that one engineer is engaged on eleven of the new lines, another on fourteen, a third on sixteen, a fourth on seventeen, and a fifth on twenty-one lines. The same may be, and no doubt are, engaged on other lines; for many of those on the list have no engineer's name attached to them, and it may be safely assumed that the execution in a proper manner of such a quantity of work is beyond human power. Letters from the northern counties, received in the city this morning, describe the activity and excitement as universal, with regard to the great engineering and mapping movement; and notice is especially taken of the class of persons who are so employed, one letter re-

marking that 'lads who have only just left school are permitted to take particulars which require experience in some of the nicest questions of real property.' It may easily be anticipated what figure some of them will make when the time for the great ordeal arrives."

On November 17, the *Times* published an elaborate series of tables, showing the exact condition of the railways of England at the time, and called attention thereto in a leading editorial full of the deep significance of the occasion. The table exhibited 1,428 railroads either made, authorized, or announced to the public. "Probably," says the *Times* in comment, "neither friend or foe ever gave the British nation credit for so vast a fund of projective or rather explosive force. Those 1,263 new titles are not a mere paper enumeration of possible or imagined schemes. After making every deduction for mere swindling or mere castle building, or mere insanity, there remain many hundreds of railroad schemes, to which men of reputed sense and honor have given their deliberate sanction, and which have been ushered into the world with great names, elaborate estimates, and pompous commendations. Numbers of respectable persons have been found to give a public pledge to the wisdom of these projects, and multitudes have been induced by that pledge to cast their money into the auspicious undertaking. This unprecedented mass of speculation, therefore, we are forced to conclude, is

not the folly or the wickedness of a few, but a national act—the wide-spread mania of numerous classes—of tradesmen, of merchants, of gentlemen, of clergymen, of rich and poor, of idle and busy."

The issue of November 18th contains this from the Halifax *Guardian*: "The Stock Exchange here (Liverpool), as well as in Manchester, is in a frightfully agitated state. Every broker suspects his neighbor, and all confidence among the fraternity is completely destroyed. The panic is spreading, and it appears that the great bulk of the brokers have been jobbers on their own account, and that a very great amount of the business lately done has been fictitious, or, at all events, that no principals beyond the brokers themselves have been concerned. A most unjustifiable and reckless series of transactions have been carried on amongst them—accounts have been jumbled up together, and all is now chaos and confusion. It is scarcely possible to know who are the sound or who is the unsound, and all the business of new transactions is entirely at a standstill. Hundreds of transactions in new fanciful scrip shares will never be paid for; in fact, no reasonable man can look to obtain the rates at which he sold his favored allotment, and very many of these stags who had fancied themselves retired into green pastures of quiet rest, will find themselves most woefully deceived. As for stags in recent allotments, there is no race at all; nobody

will even look at this scrip; and as to letters of appointment, such things do not see daylight. This week prices have fallen some twenty or thirty per cent., and more brokers are involved than we were led to infer, while the prospect of improvement appears to be remote and uncertain. The system of selling out has been in daily request to a much larger extent than the business for the account; and, as a necessary consequence, embarrassment has increased in greater proportion. Three firms, members of the association over the Royal Bank, have been expelled from that body this week for having made default in paying the differences between them, and it is said that a far greater number of cases are now before the committee, but that their decision thereon is postponed for a short time. As to business, it is measurably dull. The prices in the official list are mostly nominal, and we have heard it hinted that more scrip is at a discount than appears to be from that publication." England had begun to reap the whirlwind.

Passing on to November 25th: "The only present indication of a movement in railway matters is that proceeding from the unfortunate holders of shares which have become unsaleable in the market, and these are pressing on all sides for a stoppage to all further expenditure, with the return of so much of the deposit as may be left on hand." And elsewhere in the same issue: "The courts of bankruptcy throughout the country are likely to be

very soon occupied with the cases of those who have become the victims of the recent railway bubble mania. The first of an anticipated long series of judicial investigations into failures in trade produced by indulgence in speculation was commenced a day or two ago at Birmingham. The victim in the present instance appears to have been a person not fraudulently disposed, but by giving way to a general failing he has acted dishonestly toward his creditors. The bankrupt in this case is a defaulter in a small scale, and a mere dabbler in comparison to thousands who have been neglecting their legitimate sources of substantial profits for the visionary shadows which railway speculation has placed before their eyes." December 10th: "It is now calculated that the seven hundred companies who have lodged their plans with the board of trade must furnish to the accounting general within a few weeks from the present time the enormous sum of thirty-five millions of

money. That they will be able to do this no sane man pretends to assert. The bare mention of the thing is received as an absurdity. The only question is as to how the difficulty may be met."

December 18th: "The railway drama approaches its *denouement*. Each day develops some new effort of the actors to escape the toils they have spread for each other. The more they struggle the more the plot thickens, and the deeper becomes the interest of the scene. There is a strange peculiarity in the performance. It reverses the established order of things and inverts the common proportion of numbers between the players and the audience. Here we have on one side a crowded stage and a whole community for the *dramatis personæ*, on the other a beggarly account of empty boxes, dotted thinly here and there with a few critical and unsympathizing spectators."

J. H. KENNEDY.

(To be continued.)

THE RAILROAD MEN OF AMERICA.

CHAUNCEY M. DEPEW.

When, in the opening weeks of 1888, at a time when the people were forecasting the Presidential possibilities, and speculation was rife as to the man who should lead the Republicans against Grover Cleveland, whose renomination was already assured, suggestions were heard in various quarters east and west, that Chauncey M. Depew was one upon whom all might unite; and when the idea received the warmest welcome in quarters where endorsement became the highest compliment, the unique spectacle was witnessed of the declaration by politicians in favor of one who had never been one of them, of one who had made no effort to place himself in the attitude of a candidate, and of one whose claim upon public attention was the fact that he was worthy of it, and that his great abilities had made him so marked that he was universally recognized as equal to any position within the people's gift. A lawyer, an orator and a railroad man, rather than a politician, he had commanded the admiration of the people by sheer genius and brain power, and not by the accidents of position, the tricks of the showy statesman, or the purchase of enthusiasm or political support. It in no sense lessens the impressiveness of this

fact that another was chosen in the carrying out of party policy, and amid the exciting casting of chances of the Republican National convention.

Although trained in the profession of the law, Mr. Depew became, ere many years of practise, so intimately connected with the railroad interests of New York and the country, that his transition from one field of labor to the other was natural, and almost inevitable under the circumstances; and when he was chosen president of the New York Central & Hudson River Railroad Company, the wisdom of the choice was recognized in all quarters, and it was agreed that the ranks of the railroad men of the country had received a reinforcement that would shed honor upon a body already renowned for the number of its high-minded and brainy men.

Mr. Depew was born in Peekskill, New York, on April 3d, 1834, the son of Isaac Depew, a prominent and highly esteemed citizen of that place. His mother, born Martha Mitchell, was a lady of marked personal beauty and fine accomplishments, and a member of a New England family, whose most illustrious representative was Roger Sherman, one of the signers of the Declaration of Independence. Mr.

Depew's remote ancestors were French Huguenots, who quit the inhospitable land of their nativity about the time of the revocation of the Edict of Nantes, in 1658; and were of those who founded New Rochelle, West Chester county, New York, in memory of La Rochelle, France, which their Huguenot progenitors had defended with dauntless courage against the assaults of their persecutors. The family settled in Peekskill two hundred years ago, and the farm purchased at that time still belongs to them. Mr. Depew still delights to call the old place his home, although he is a resident of New York, and has for years been recognized as one of the leading men of the metropolis. His boyhood was spent in his native village, and it was there that he was fitted for college. He was known as an apt scholar and a leader among his fellows, and gave unmistakable promise of future brilliancy. At the age of eighteen he entered Yale, and in 1856 was graduated with one of the first honors of his class. The year of his graduation will live in history in a political way by the organization of the National Republican party, and the first vote of the young man for President was cast for John C. Fremont, the Republican nominee. Although of Democratic antecedents, his early interest in politics had led him to prompt affiliation with the new party. The repeal of the Missouri Compromise in 1854, the defiant attitude of the south in its efforts to carry slavery into Kansas and Nebraska, the unqualified

opposition of the Republican party to the extension of slavery into any of the territories, and the hostility of the Democratic party to congressional interference with the question of slavery in the territories elsewhere compelled attention; and young Depew was already well grounded in American politics, and was as well prepared to decide upon the great issue involved as upon any other question of vital moment.

Having chosen the law as his profession, Mr. Depew entered upon its study in Peekskill, under the direction of Hon. William Nelson, and was duly admitted in 1858. In the same year he made his first personal appearance in politics, being elected a delegate to the Republican state convention in recognition of the interest he had taken in the Republican cause, and the energy and skill he had displayed in support of its policy. He commenced the practice of law in 1859, and soon demonstrated his fitness for the profession; but for a time at least, his career in the law was destined to an interruption. In 1860 he took the stump for Lincoln in the great and impressive Presidential canvass of that year. He addressed many large and enthusiastic audiences in the Ninth New York congressional district, and in other parts of the state in which he was best known, and was hailed with delight wherever he went.

In 1861 Mr. Depew was nominated for the assembly in the Third West Chester county district, and although the Democrats were largely in the majority in the county, he was elected by

a majority of two hundred and forty-nine. To the performance of his legislative duties he carried rare intelligence, industry and tact; to say nothing of his exceptional qualities as an orator. He so well satisfied his constituents that he was re-elected in 1862, and his name was prominently mentioned in connection with the speakership. He was made chairman of the committee on ways and means; was for a portion of the session speaker *pro tem.*, and was counted a vital force in the business of the session. During this second term in the assembly, he advocated, with characteristic earnestness and ability, the adoption of some measures demanded by the interests of New York city, and at the close of the session, in acknowledgment of his efficient service, was tendered a banquet by a number of the most prominent business men in the metropolis, and found himself all at once the subject of sincere congratulations and eloquent eulogy.

In the year last named, the Democratic party scored a signal victory by the election of its candidate for governor, Horatio Seymour, one of the ablest and purest statesmen the Empire state has produced. The prestige of his success was not to be easily overcome, and in the following year the Republicans found it necessary to select their candidates with care. Mr. Depew was chosen as the standard-bearer of the Republican party as its candidate for secretary of state, and the campaign was an exciting one from its inception to its close. He took the

aggressive from the start, and led his forces with consummate skill and with an energy and dash that carried consternation into the ranks of the enemy. At the close of the contest he had reversed the decision of 1862, and was proclaimed the victor by a majority of 30,000. In this canvass Mr. Depew displayed prodigious power of endurance. He spoke twice a day for six consecutive weeks, and with freshness, vigor and commanding eloquence on each occasion. He discharged the duties of his office with credit to himself and honor to the state; and upon the expiration of his term was tendered a renomination by his party, which he unhesitatingly declined. When Andrew Johnson succeeded to the Presidency of the United States, and before he broke with the party which had associated his name with that of Abraham Lincoln and elevated him to power, he selected Mr. Depew for the post of collector of the port of New York, and had proceeded in the business so far as to make out the commission; but becoming incensed against Mr. Edwin D. Morgan, then one of the Senators from New York, because of that gentleman's refusal to sustain his veto of the Civil Rights bill, he tore up Mr. Depew's credentials, and never sent his name to the Senate for confirmation. The government lost the services of a man of conceded ability; but in the light of later events Mr. Depew was the gainer. Still later in the same administration, the Secretary of State, Wm. H. Seward, appointed Mr. Depew United

States minister to Japan, and for a time the gentleman thus honored was disposed to accept; but after holding his position for four weeks declined the office, with the evident determination to withdraw from political life.

He now brought into his profession a sturdier manhood, a maturer character, larger and clearer ideas of men and affairs, and a better knowledge of his own resources; and resumed his duties with the consciousness that, for all the purposes of life, his talent and energies were more readily available to him than before. He had already won the admiring attention of Commodore Vanderbilt, and the warm friendship of his eldest son, William H. Vanderbilt; and the future railroad king and his chief representative now gave practical expression to their high appreciation of his talents as a lawyer and his character as a man. In 1866 Mr. Depew was appointed the attorney for the New York & Harlem Railroad Company, and in 1869, when this company was consolidated with the New York Central, and became the New York Central & Hudson River Railroad Company, with Commodore Vanderbilt at its head, Mr. Depew was made the attorney of the new organization, and was afterwards elected a member of its board of directors. As the influence of the Vanderbilts extended, and one road after another was brought under their management, the range of Mr. Depew's official jurisdiction became correspondingly wider; and in 1875 he was promoted to be general counsel for

the entire Vanderbilt system and elected to a directorship in each of the lines comprised in it. In 1872 he permitted the use of his name as a candidate for lieutenant-governor on the Liberal-Republican, or Greeley ticket; but his party was unsuccessful, and he shared its fate. In 1874 he was the choice of the legislature for regent of the state university, and was also appointed one of the commissioners to build the capitol at Albany. Indeed, it seemed as if there was to be no limit to the duties assigned to Mr. Depew, but his administrative ability rendered him equal to every demand upon it, and every task he assumed was faithfully performed.

An interesting episode in the life of this busy and remarkable man occurred in 1881 in connection with the resignation of Mr. Conkling and Mr. Platt from the United States Senate, and their fight for a return to their old posts. Gov. Cornell advised the legislature of these resignations, and on the thirty-first of May the two houses balloted separately for their successors. The Republicans had a majority in each house, and after the first ballot went into joint convention. Mr. Depew was pressed into the lists by many of the most influential men in the Republican party, and yielded reluctant assent to the use of his name. The first ballot for a senator to succeed Mr. Platt was distributed among eighteen candidates; and of these Mr. Depew stood second in point of strength. The Democratic ballots

were cast unanimously for Hon. Francis Kernan to be Mr. Platt's successor and for John C. Jacobs to succeed Mr. Conkling, up to and including the twenty-second ballot, when on the twenty-third it was scattered, and on and after the twenty-fourth it was entered on Clarkson N. Potter. In the ballot under consideration, Mr. Depew divided the honors with Mr. Platt, who had been elected by this same legislature, and led Gov. Cornell handsomely. The Republicans had held no caucus, and now went into joint convention without formal consultation or agreement. On the second joint ballot, Mr. Depew tied Mr. Platt; on the third he led him by two; on the seventh, he forged gallantly ahead to the tune of sixteen; on the tenth, he led him by twenty-six; and in the fourteenth, he moved readily away from his strongest competitor by twenty-nine, leaving all the others to bring up the rear with but a feeble showing of speed or strength. On the nineteenth ballot Mr. Depew only lacked ten votes of an election, and on the thirty-fourth this record was repeated; other ballots carried him very near to the goal; but it should not be inferred from this statement that his friends were at any time fitful or wavering in their support. The uncertainty and vacillation of the scattered forces opposed to him give the explanation. His friends stood by him with unflagging loyalty, and in such numbers as to demonstrate beyond all question that he was the man for the occasion and the choice of a majority of his party's re-

presentatives. On the ninth ballot he had a majority of three over all the other candidates; on the tenth, seven; and, finally, when a caucus was held and a candidate nominated, the entire caucus only numbered twelve more than the highest number of votes given to Mr. Depew. Under these circumstances his right to the nomination would seem to have been beyond question, but, as one has said, "there were gentlemen in the field who fancied themselves 'dark horses;' other gentlemen who were sustained by the faint hope that the Senatorial lightning might strike them, and still others—and with them their friends—who had axes to grind, for whom, assuredly, Mr. Depew would not turn the stone. Mr. Depew's opponents did not question his great abilities, his sterling probity, or his eminent fitness for the high place to which he aspired; they could not doubt his patriotism or his loyalty to his party; and with many of them it was not that they loved Mr. Depew the less, but themselves the more. But who was to bring order out of this political chaos? Who was to make the sacrifice necessary to the restoration of harmony? Throughout the contest so far, Mr. Depew had borne himself with true manliness and dignity; he had stood head and shoulders above all his competitors; his friends were prepared to stand by him to the bitter end; and of all the candidates named he alone had an offering worthy of acceptance—and he it was who made the sacrifice." On the morning of the

2nd of July, the deadly bullet of the assassin, Guiteau, struck down the President of the United States, James A. Garfield, and the heart of the Nation thrilled with horror. In the presence of this awful calamity the people stood awe struck and dumb, and sadness, mourning and a fearful sense of insecurity spread all over the land. The effect of this appalling tragedy upon the minds of men need not be described here. The New York legislature had adjourned upon the announcement of the tragedy, and when it re-assembled, the more thoughtful men of the Republican party felt that the Senatorial contests should be brought to a close as decently and speedily as possible. Mr. Depew was the first to point out the duty of the hour, and, after the fortieth ballot had shown his undiminished strength, he withdrew from the field. In his letter to the convention he said: "Neither the state nor the party can afford to have New York unrepresented in the National councils. A great crime has plunged the nation into sorrow, and in the midst of the prayers and the tears of the whole people, supplicating for the recovery and weeping over the wound of the President, this partisan strife should cease." To those who had fought with pride and unquenchable zeal under his flag, he made grateful and touching acknowledgment, and said: "Their devotion will be the pride of my life and the heritage of my children." On the 8th of July, Mr. Depew having withdrawn, a caucus of the Republican

members was held, and Warner Miller was nominated by the caucus, and the nomination was ratified in joint convention on the forty-eighth ballot. Mr. Conkling's successor was not elected until the 22d of July. Mr. Depew had every reason to be proud of the part he played in the conflict.

Recognition, however, came to him in its own good time. In 1884 the Republicans of all factions in the legislature, being in a majority of nearly two-thirds, tendered the United States senatorship to Mr. Depew, but he had become committed to so many business and professional trusts he felt compelled to decline the honor. In 1882 William H. Vanderbilt retired from the presidency of the New York Central, and the management was reorganized. Mr. James H. Rutter was made president, and Mr. Depew second vice-president. Upon the death of Mr. Rutter in 1885 Mr. Depew was elevated to the presidency, and is now the executive head of one of the largest and most prosperous railroad corporations in the world, with untold wealth at his back, and with an influence commensurate with the vast interests of the great Vanderbilt system of railroads, and not even circumscribed by these limits. For over twenty years "he had been the friend of William H. Vanderbilt, and enjoyed his confidence to the utmost. As counsel, director and vice-president, and as Mr. Vanderbilt's confidant and friend, he had become thoroughly familiar with the management of the road, and he made its details and

secrets his own. As the chief legal adviser he had to deal with the intricacies of nearly every branch of its business; all that the heads of the departments had acquired by years of observation and practical experience was his to command; he had been in at the inception of every enterprise, had aided in shaping the policy of the road and in defining its relations with other like corporations; he had been the interpreter of the law which declared its rights, responsibilities and limitations; he had completely mastered its machinery and knew the power that moved it, and better than any other man he was prepared to fill the place in which the Vanderbilts, father and son, had distinguished themselves as great managers, and in which each had won for himself the title of Railway King. To fit himself for the administration of the affairs of such a corporation meant work, and a great many things besides. The basilar fact in Mr. Depew's character is a profound and accurate judgment, and this asserts itself in all his manifold relations with men and affairs, and as well in every effort he puts forth in any direction. Practical common sense, tact, an exquisite sense of the proprieties, a singular aptitude for business and an intuitive appreciation of the value of means with reference to their ends, are manifestations of this judgment; and, if we add a strong will, great executive ability, untiring industry and instinctive love of order and readiness to adopt the best method, an intellect of astonishing range and remarkable

promptness in the solution of intricate problems, we have a correct estimate of the qualities which go to make Mr. Depew a worthy successor to William H. Vanderbilt, and to maintain for him an undisputed place in the first rank of American railroad managers."

Mr. Depew, in addition to the presidency of the New York Central & Hudson River Railroad company, occupies the same relation to the West Shore Railroad company; is a director of the Chicago & Northwestern; the Michigan Central; the Cleveland, Columbus, Cincinnati & Indianapolis; the New York, Chicago & St. Louis; the Chicago, St. Paul, Minneapolis & Omaha, and the New York, New Haven & Hartford. In addition to these important railroad connections, his time and interest are claimed in many directions of a business, charitable or social nature. He is regent of the University of the state of New York, president of the well-known and influential Union League Club of New York city, having been twice elected to that position; and is now, and has been for many years, the popular leader and president of the Yale Alumni Association. He is an active member of the celebrated "Skull-and-Bones" of Yale college, and also of the St. Nicholas Society of New York, the Holland Society of New York, and the Huguenot Society of America. He is a member of the New York Chamber of Commerce, and a director of the Union Trust Company of New York, the Western Union Telegraph Company, and the Equitable Life

Assurance Society; and bears the degree of LL. D. conferred on him by Yale University, June 28, 1887.

While, as has been already said, Mr. Depew was urged as a candidate for the Republican nomination for President in 1888, he made no personal effort to advance his chances in that direction, although willing that his name should be used, and frank as to his purpose of acceptance should the honor be laid upon him. Elected as one of the delegates from New York, he became from the first one of the conspicuous men in that great gathering; and when it was known that he was the choice of the delegation from the Empire state, and would receive its support, the feeling was held in many quarters that he was in truth the coming man. On June 22 his name was formally presented as a candidate by Senator Hiscock of New York, who declared, on behalf of his colleagues: "We propose a candidate whose name will be an inspiration to our country. His name is dear to us all. His counsel has led us and will guide us; his eloquence has electrified and will continue to inspire us. His broad and statesmanlike utterances have long commanded the respect of the people, not of New York alone, but wherever heard or read. As Chief Magistrate of the Republic, his superb abilities, his matchless executive equipment, his thorough knowledge of affairs, his broad comprehension of public interests and the Nation's capacities, his perfect integrity, his justness and consideration of the rights of man, his

fidelity to Republican principles, would assure an administration promotive of National development and progress."

On the first ballot Mr. Depew received 99 votes; the same on the second, and 91 on the third—at the conclusion of which an adjournment was had until evening. In the evening when the convention had reassembled, Mr. Depew ascended the platform, where he received an ovation that well illustrated his popularity with the delegates and the people, and in a short speech withdrew his name from the contest. His reasons for so doing can be best given in his own words.

"Mr. Chairman and Gentlemen of the Convention: I come here," he said, "as a delegate at large from the state of New York, neither expecting nor desiring to appear in the convention or before it in any other capacity. After my arrival the representatives of New York, by a unanimous vote, presented my name to this convention. It was done for state reasons, in the belief that because it was the only time since the organization of the Republican party that all divisions could be healed and all interests united in the Empire state, it would secure in that commonwealth the triumph of the ticket. (Applause.) Under these conditions, personal consideration and opinion could have no possible weight. Since then a discussion has arisen which has convinced me that my vocation and associations will raise a question in hitherto certain Republican states which might enable the enemy

to obscure the great issue of the future industrial prosperity of this country, (applause,) which, unless obscured in some way, will surely win us success this fall. (Applause.) The delegates had voted to continue in this support so long as ballots were to be taken, but under the circumstances, after the most earnest and prayerful consideration, I came to the conclusion that no personal consideration, no state reasons, could stand for a moment in the way of the general success of the party all over this country, or could be permitted to threaten the integrity of the party in any commonwealth hitherto Republican. In our own state, by wise laws and wiser submission to them by the railroad companies, the railway problem has been so completely settled that it has disappeared from our politics. (Applause.) But I believe that there are communities where it is still so active that there may be danger in having it presented directly or indirectly. Under these circumstances, and after your vote this morning, I called on the delegation from my own state and requested them to release me from further service in that capacity. They have consented, and my only excuse in appearing here is to give excuse for their action for the appearance of my name, and to express heartfelt thanks to gentlemen from the states and territories who have honored me with their suffrages. The causes which have led to this action on the part of the state of New York, now that their judgment has been arrived at, will leave

no heart-burnings among the people in that state. The delegation will go home to a constituency which will find us unanimous in the support of whoever may be the nominee of this convention." (Applause.)

Mr. Depew's last notable public appearance was as chief orator in the great centennial celebration that occurred in New York city, in the Spring of 1889.

This sketch of Mr. Depew would fall far short of doing him justice if it failed to take into account the warmth and depth of his social nature, the inflexible probity of his character and his broad and generous sympathies toward his fellow man. He has in abundant measure the affectionate nature which distinguished Henry Clay, and which made him the idol of such a circle of friends as no other American statesman could ever boast of. He is loyal to his friends and they are unswerving in their devotion to him; he is tolerant of men's convictions while firm in maintaining his own; he delights in speaking well of others, and, above all, finds infinite satisfaction in doing good. While he has back of him enormous wealth, and can count among his friends the noblest in the land, he is never unmindful of the claims of the less fortunate who are entitled to his consideration. As an orator, and especially as a post-prandial speaker, Mr. Depew's reputation has long since been established the country over.

SAMUEL F. BARGER.

Samuel F. Barger, who, for a quarter of a century or more, has been one of those most closely identified with the interests of the New York Central, has had a wide influence, in a quiet way, upon the railroad development of New York and those portions of the West through which its greatest lines of railway are led. He is a descendant of one of the early Dutch families who made their homes upon Staten Island, where not only his parents but his grandparents were born. His own career opened in New York City on October 19, 1832. His primary education was acquired at the grammar school of Columbia college, then located in Murray street; and after completing the usual preparatory course, he entered the University of the City of New York, of which the Hon. Theodore Frelinghuysen was then chancellor. In the meantime the father had removed from New York to New Jersey, where the son proceeded after the completion of his course, and entered upon the study of the law in the office of Aaron S. Pennington, of Paterson. He was admitted to practice in New Jersey in 1854, and in 1855 came to New York where he was again admitted, as was required by the laws of the state. He immediately commenced the labors incident to his profession; taking possession, in 1858, of an office in the Trinity building which he has since continuously occupied.

Mr. Barger's connection with the great railroad system in which he has so long had part, commenced when Commodore Vanderbilt, in 1867, assumed control of the New York Central; becoming one of the directors of that company. He has occupied that important relation from that day to this, his term of office extending through the three Vanderbilt generations, the Commodore, William H., and the sons and successors of the latter. It has been no mere formal or nominal relation to the company that he has sustained, as he has been, all through his term as director, a member of the executive and finance committees, where his extended experience, sound conservatism, good judgment and knowledge of the law have been continuously brought into play for the protection or advancement of the interests committed to his care.

The changes that have occurred since Mr. Barger assumed his first official position in the directory of the Central, may be understood from the fact that he, although by no means an old man, is the only living representative of that board. His associates, Commodore Vanderbilt, William H. Vanderbilt, Augustus Schell, Horace F. Clarke, Daniel Torrence, C. W. Chapin, James H. Banker, H. Henry Baxter, William A. Kissam and George J. Whitney, have all reached the end of their earthly labors, and those of a new

generation have come to take their places.

Mr. Barger had the honor of presiding over one of the most important meetings recorded in the history of the American railroad—that held at Albany on November 1, 1869, when the Hudson River railroad and the New York Central were consolidated into the one giant system under the laws provided for that purpose, and in accordance with the wise and foreseeing plans already formed. He has also, through the use of his capital and personal labors, been of efficient service to the Western extensions or connections of the Central system, serving as a director and a member of the executive and finance committees of the following roads: the Harlem railroad, the West Shore, the Lake Shore & Michigan Southern, the Canada Southern and its leased lines, the Michigan Central and the Chicago & Northwestern—giving him an official connection and service over the vast extent of country extending from New York on the east, to Omaha on the west.

Mr. Barger's other official connections, railroad and otherwise, may be briefly summarized: a trustee of the Canada Southern Bridge Company, and the Albany Bridge Company; a director and member of the executive committee of the Wagner Palace Car Company from its formation; a trustee of the Union Trust Company for some ten or twelve years past. He was a director and a member of the executive committee of the Western Union Telegraph

Company, and also a member of other committees of the same great organization for a number of years; but resigned and retired therefrom upon the consolidation of the Western Union with the American Union in 1881.

These varied and important interests have certainly furnished Mr. Barger with sufficient occupation and he has carefully kept within the lines they marked out; caring little for the excitement of public life and refusing all invitations in that direction. A lifelong Democrat, he has used his influence for the advancement of his party's interests and the upholding of its principles, but has kept himself steadily in the back-ground, his only office-holding being comprised in a term as quarantine commissioner in 1860, and service as an elector upon the Democratic Presidential ticket of New York in 1876. He has also been identified with the public school system of New York, and, through other channels, has quietly given efficient service for the public good. He has been identified with the Masonic order for many years; is an attendant of Dr. Hall's Presbyterian church; and holds a prominent position in New York social life, having been a member of the Union Club since 1867 and on its governing committee, and, in addition to membership in several other social organizations of New York, is a member of the Somerset club of Boston and the two clubs at Newport, Rhode Island, where he spends his summer months. In his personal relations Mr. Barger is a

quiet, unassuming gentleman, generous, approachable, well-acquainted with literature and art, while in all his business relations he is high-minded, honorable, with integrity that has never been impeached, and a desire that the rights of the humblest holder in any interests under his control, shall be

carefully guarded and protected. His record in connection with the great Central system has not only been extended over a long and important period, but in all respects has been one of which he might well be proud, and upon which no dark line of criticism or condemnation can be justly laid.

CHARLES L. COLBY.

It was well for those great railroad interests of the Northwest that when Gardner Colby was compelled by advancing age and the approach of disease to lay down the burdens he had so manfully borne, there was one who by reason of youth, industry, keen natural sagacity and financial genius, was able to step into the breach and carry all forward to a magnificent success. Charles Lewis Colby inherited from his father much more than was set down in any formal bequest; for no mention was there made of the traits of character that made the one conspicuous and honored, and that shine so steadily and truly in the life and works of the other.

The son, Charles L., who is now and has been for years ranked as one of the foremost railroad men of the country, was born in Roxbury, now a part of the city of Boston, on May 22, 1839. His youth was passed under the care of a father and mother alive to his best moral and mental interests; and after the usual preparatory schooling he entered Brown University, from

which he graduated in 1858. He soon after entered upon his business career in Boston with Page, Richardson & Co., ship-owners, who run a line of packets to Liverpool, and also conducted a large average adjusting business. At the end of three years he went to New York city, where he entered into partnership with Capt. Albert Dunbar—a man much older than himself—under the firm name of Dunbar & Colby. Their business was the building and general management of ships. The senior partner soon after became unable to attend to business because of sickness, and in two years died, leaving Mr. Colby the control of their great enterprises almost from the commencement of their partnership. Nothing daunted he kept fearlessly along the road upon which he had entered, commanding unusual success. He soon added a general warehouse business and admitted a brother as partner, the firm being known as C. L. & J. L. Colby—E. B. Bartlett being afterwards also admitted.

In 1870 Mr. Colby entered upon what may be well considered the great work of his life, giving up his New York connection that he might aid his father in the Wisconsin Central enterprise. He was soon set to a task that was calculated to try his powers to the fullest, being sent in 1870-71 to Europe to negotiate securities and sell the railroad bonds. He was laid under no special instructions by the management but left free to compass the desired ends by his own methods, and the results showed that the trust had been committed to the right hands. Upon reaching Europe Mr. Colby made the acquaintance of Henry Villard, and through his assistance negotiated a large amount of railroad securities in Germany. The next three years were spent in alternating between Europe and America, with occasional visits to Wisconsin, his attention being mainly given to the financial part of the enterprise. In 1874 it was found that his attention was almost continuously required in the West, and he accordingly closed up his affairs in New York, sold out his Eastern interests, and removed to Milwaukee, which has since been his home. He was first treasurer of the Phillips & Colby Construction Co., and held that office for several years. He was connected with the Wisconsin Central from its beginning, and it may be said in passing that he has raised all the money needed by the extensions and improvements of the great system until now, and has carried into the State of Wisconsin over twenty

million dollars, besides ten millions or more which has been invested in Chicago in connection with the same great enterprise.

In 1877 Mr. Colby was elected president of the Wisconsin Central and remained continuously in that position until now except during an interm of a few months when he resigned for a time, to cover an expected absence in the east. The grand work he has accomplished in connection therewith; the service he has given to his adopted state; and the results accomplished by the seed sown by his father and nurtured by himself in that now teeming portion of the west, may best be learned from the following tribute from one of the leading journals of Wisconsin, the *Sentinel*, of Milwaukee:

"Mr. Colby has been a resident of Wisconsin nearly seven years; he has been identified with many enterprises of a public character; has interested himself greatly in all benevolent and charitable institutions; and in many cases, as all know, has contributed largely both of his means and of his time to increase their usefulness and their power. Through his untiring and ceaseless efforts is due, more than to any other cause, the final completion and success of the Wisconsin Central Railroad, which has done more for the recent development of the state than any other enterprise.

"In Mr. Colby's efforts to accomplish these great results he has met with much opposition from many who should rather have given to it their hearty

good will and help. He has been hampered in the courts, in the legislature; and by these same prosecutions to which reference has already been made; but he has fought his way to success. Many of those who once bitterly opposed him are now his warmest friends; and the day has already come when the whole state recognizes the energy, enterprise, integrity and pluck of the man who has yielded to no obstacle and to no enemy. The few who now oppose him appear to be merely those who have been dismissed from employment of the company for reasons that were sufficient to warrant it in so doing. The congratulations that have poured in upon Mr. Colby from not only the business men and best people of Milwaukee, but from all over the state and the northwest, indicate the high esteem in which he is held by all communities who know him. Few men, if any, have ever become identified with the interests of Wisconsin and who have, in the brief period of seven years, attained to so high position in the regard of the people of the state. Although standing aloof from desire for political preferment, and only accepting public service when it has been forced upon him, he even became the first choice of a considerable portion of the communities where he is best known, for the position of United States senator; and was persistently brought forward in connection with that position, although at no time in any way or degree a candidate.

"To those who appreciate, first, the

herculean labor and grit required to push the Wisconsin Central Railroad through the northern wilderness of the state; second, that the work accomplished was the entering wedge to the present rapid development of the entire upper half of the territory of the commonwealth; third, that thereby the greatest natural resources of Wisconsin were made known and became utilized; fourth, that from this beginning, made less than ten years ago, the northern half of the state has become reclaimed from absolute wilderness to equally productive wealth with that of any other region; fifth, that to this beginning is alone due the present stride of railways across and through the long neglected territory that fairly teems with grand riches of forest, mine and field, and that is to be in the near future the most steadily flowing tributary to Milwaukee's commercial greatness; then, indeed, there can be but one sentiment in regard to the good accomplished by the long hindered yet finally successful labors of Mr. Charles L. Colby and his immediate associates in the great work of building the Wisconsin Central Railroad through the wilderness that was so long deemed impregnable. To-day Milwaukee and Wisconsin owe much to the management of the Wisconsin Central, and northern Wisconsin owes everything."

The details of railroad work accomplished in that portion of the northwest by Mr. Colby and his associates in creating the present Wisconsin Central system, would fill a volume if related

in full. They built the Wisconsin & Minnesota, Milwaukee & Lake Winnebago; bought the Chippewa Falls & Western; built the Minnesota, St. Croix & Wisconsin; built the St. Paul & St. Croix Falls; built the Packwaukee & Montello, the Penokee Railroad, and the Chicago, Wisconsin & Minnesota; and also created the Chicago & Great Western, a terminal company holding the terminal facilities of the system in Chicago and its suburbs. These companies make up what is called the Wisconsin Central lines; some having been consolidated, and all brought into one system and under one control. Mr. Colby is president and treasurer of all the companies named.

In addition to these connections, Mr. Colby is also closely identified with the various important lines leading clear to the Pacific; being on the boards of direction of the Northern Pacific Railroad company; the Oregon Trans-continental company; and the Oregon Navigation company. He is also a member of the executive committees of each of these great corporations.

As if the above business connections were not enough to keep even the giant industry and executive genius of Mr. Colby engaged, his name, capital and energy, may be found working for the general good through other lines of commercial activity. He is connected with various equipment companies; is president of the Penokee & Gogebic Development Company, which owns the famous Colby and

Tilden mines—which developed the Gogebic regions;—he and his friends own a half interest in the Ashland Iron Mining Company, of which he is also president; and also of the Colby Consolidated Mining Company, organized for the purchase of interests in other mines. These several companies put out from five to six hundred thousand tons of ore annually.

Not alone in a career of business success, has Charles L. Colby conformed his life to that of the beloved father whom he well may choose for a model; but in works of educational and religious usefulness, and in a broad charity that seeks only for the best results, and takes little note of the outlay that must go before. Like his father, he is a trustee of Brown University; a member of the board of trustees of Wayland University, at Beaver Dam, Wisconsin; and connected with various other institutions of a like character, among which may be specially mentioned the American Baptist Foreign Missionary Society. His heart and his means have been for years devoted to the interests of the Young Men's Christian Association in its various branches; and he has given liberally to that department of Christian work. He has been a member of the international committee for six or eight years, and was at one time president of the international convention. He is constantly giving to many worthy objects, and wherever his heart is interested, his benefactions are sure to follow.

It is to be regretted that the constant and ever increasing demands of business have prevented Mr. Colby from giving more of his talents and energy to the public use, as he is fitted in many essential ways to wield a wide influence in public and political affairs, and such part as he has taken has measured the ground there is for such regret. A speaker of magnetic eloquence, a clear and deep thinker, with a compactness of expression that combines the whole theme in a few glowing words, a natural leader of men, and a close student of public events, he would soon make his mark in any field to which he might be called. An earnest Republican, he is often called upon to speak in important campaigns, and one of his speeches, delivered in Wisconsin during the campaign of 1884, may be—as it then was—regarded as one of the strongest political documents furnished in that great presidential year. He is often called upon to speak in Y. M. C. A. gatherings, and in other church and mission gatherings; and has always something new to say, and says it with an earnest vigor that carries all before him.

The only public position that Mr. Colby has consented to accept, was that of member of the Wisconsin State Legislature in 1876, where he went for the purpose of forwarding certain important public interests. While there he became conspicuous by the brilliant fight he made against the restoration of capital punishment to the state; and to his speech, delivered on

February 24th, the defeat of that obnoxious measure was almost entirely due. It was an eloquent argument, from the ground of a true Christian humanity, and brought commendation from the people and press from all quarters of the state. For the purpose of illustrating Mr. Colby's clearness as a thinker, and power of statement, the subjoined brief extracts are taken here and there from some of his most important public addresses:

From the speech against capital punishment, above described: "The death penalty is a failure. Aye, it is worse. I say it boldly, it increases crime. It lowers moral sentiment. The government sets the example to the people and declares that human life is not sacred. You have heard already that public executions were always attended by the most unhappy results. Hundreds of instances are on record where those who witnessed an execution went away to commit the very crime for which death had just been inflicted. The very sight of it hardens the sensibilities; brutal instincts which lie in most men dormant are aroused, and they go from the place to perpetrate new deeds of violence and blood."

"It is a fact that the gallows is the emblem of vindictive justice, and vindictive justice belongs to heathenism."

"It has been said by an eminent writer, 'There is a long twilight between the time when a god is first suspected of being an idol and his final overthrow.' There has been a long

twilight since the penalty of death was first suspected of being otherwise than divine. But the day is dawning; the light is breaking. The idol is tottering, and in Wisconsin at least there is nothing left of it but its ashes. And I believe, Mr. Speaker, that from its ashes it will never rise!"

In an address upon "Christian Education," delivered before the Wisconsin Baptist State Convention on October 5, 1882: "The subject under discussion this evening is Christian education. I believe in it fully and firmly. I believe in the full development of every human being, body, mind and soul. He who misses this loses just so much of the possibilities of life."

"Thousands are born into the world, grow up to manhood, and die without ever gaining any knowledge of the world they entered, without ever tasting the delights of learning. They never lift the corner of the curtain which hides from their view the wonderful beauties of created things. They never have a glimpse into the mind of the Infinite Creator. They have no knowledge of that which lies beyond the range of their natural vision, of things which have been in the past, and out of which have gradually evolved the world-encircling and world-filling wonders of the present. They have no knowledge of the brains which planned and the genius which executed the great movements of history—of the peoples and nations—the

overturnings and upbuildings, the grand achievements of men, the establishment of governments, the formulation of laws, the conquest of arms, the advance of science, the progress of humanity toward civilization and God. They behold not the footprints of the Almighty in His steady march through the ages."

At the formal opening of the Milwaukee Museum of Fine Arts, at the Exposition building: "The study of art plumes the wings of the imagination, and makes it strong in flight. It helps men to use the things which are seen, as stepping stones upon which they may rise to the enjoyment of the things which are not seen but which are eternal."

Such selections might profitably be culled from many other addresses of like character, but enough have been given to serve our purpose—to show that the man of many business cares, upon whom great responsibilities are constantly resting, has found time not only for the constant broadening and cultivation of his own mind, but to lift his voice again and again for the advising, the encouragement, and the bettering of his kind. And although Charles L. Colby has done great good in the world in many material, moral and educational ways, he has not yet, let us prophesy and hope, begun to touch the high mark of his usefulness, nor fulfilled all the purposes of good for which he was sent into the world.

TO THE SUMMIT OF PIKE'S IN A CARRIAGE.

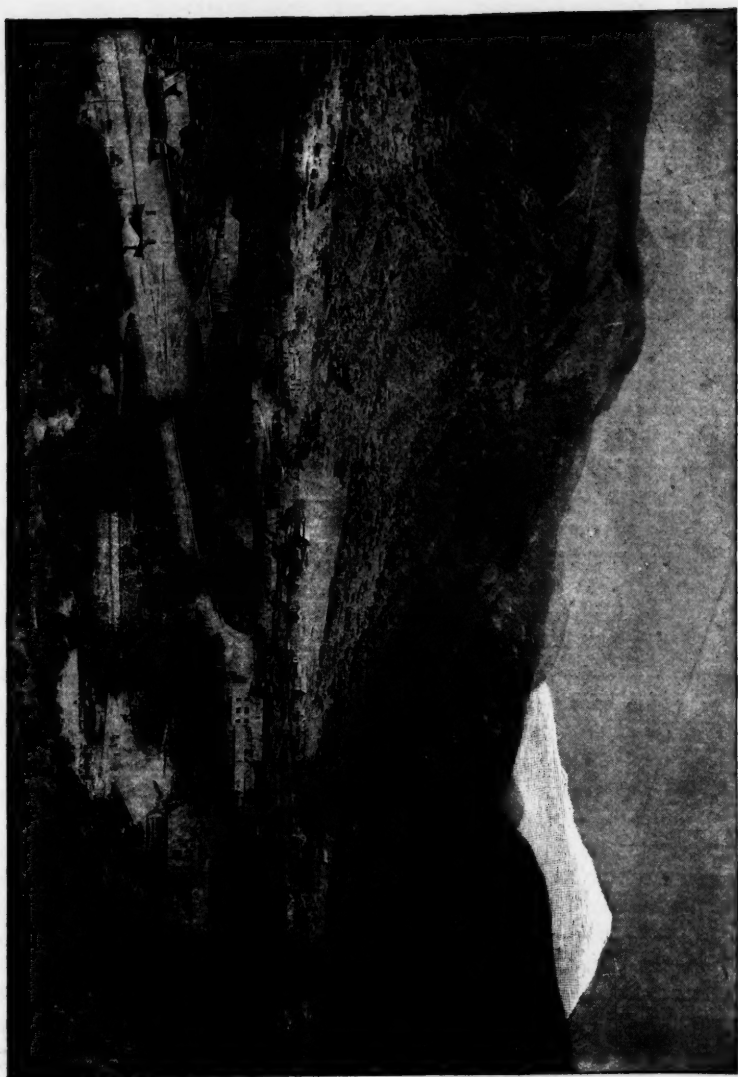
PIKE'S PEAK has a familiar sound; I have heard it almost every day for three decades, and wherever English is spoken the name has been mentioned. Having it in sight daily, with its long slope reaching up to the apex over 14,000 feet high, its north face always closed in or fretted with snow, it might seem that it would grow monotonous. Monotony is not possible with the magnificent eminence, and like the presence of one we love it is always welcome. The great ice-field at the pole is as to the earth but the thickness of a hair, the great mountain range as a wrinkle on the surface; but we measure the thickness and the heights by miles. They who made the Bible possible loved the high places of the earth; the law was there given to the great leader, and the beloved Master sought the mountain top to pray. It lifted him away from the earth while he was of it, but brought him nearer to the Father. It is the vantage ground of humility, the sanctuary where arrogance cannot enter.

The devil was lacking in tact when he offered the world to the Master from a mountain top; his royal highness was out of his element, the atmosphere was repugnant. Neither he nor his pupils lack ambition, but on a mountain top there is nothing to which

mortal may aspire, except the unknowable, and for the unknowable he is made willing to bide his time in meekness. It is no place for his majesty to proselyte; his most zealous disciples even, are liable to step into the path he never designed for them. No doubt the devil would have failed on the occasion in question had he selected a valley where the air was impure, but to seek a mountain top as the theatre for the bribery of One purer than the element he breathed, only goes to show that the devil, with all his accredited intelligence, was a very great ass. The only mystery to me is that he himself was not then and there led captive and future generations saved from his machinations. The solution may be, that being already condemned, he was beyond the pale of Divine influence. I would, however, give the devil his due, and should be glad to surmise that he longed to be clean, but was so much of a dolt as not to be worth regenerating.

The first man to climb a mountain peak may be pardoned exultation at the accomplishment of his feat. The gallant officer, whose name this mountain bears, essayed the exploit and failed, though history says he wrought valiantly. Grand monuments are not unfrequently erected to the undeserv-

MANITOU SPRINGS AND PIKE'S PEAK, COLORADO.





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ing. We have other mountains with titles a little more satirical; there can be no objection to commemorating the memory of a dead hero, for a man is rarely a hero until he is dead—and this is no paradox. But except in a very few instances, it were well to leave the erection of memorials to the intimate friends of the dear departed, rather than to appropriate, without permission, the works of the Almighty. Mountains, however, are abundant, and we, not being the owners, can afford to give them away; it were better, though, to reward our live friends out of our own earnings. We know in such a case that they would have the chance at least to appreciate our acknowledgment of their merits.

He who goes up a mountain by trail may exult in a lesser degree than the first explorer. But all may not surmount unexplored mountains; many cannot do so even by trail. To him, then, who makes the happiness of conversion from the ills of this life possible to all, if only for an hour, great credit is due, and he may, with an easy conscience no doubt, exact toll for his achievement.

To the æsthetic it may seem like a sacrilege to disfigure a great mountain with a road; but a road for human needs is so slight a scratch here on the earth's surface that it does not mar the surroundings. The good that it does outweighs the apparent desecration. As the Major and myself aspire to that which is high, and as neither of us might reach the summit of the Peak by

the primitive methods any more than office may now be reached, the opportunity to gratify our ambition by carriage was a blessing. The novelty must be considered as adding to the zest.

The mountain is not visible from Cascade, the initial point of the road; the intervening hills shut it out. Starting thence we follow the Fountain up a very little distance, then turn to the left along the face of the first hill, then to the right, and so, winding our way for two miles, we reach the vicinity of the Grotto in Cascade Canon. In a direct line we are half a mile from the starting point. Over and through the pines that sparsely cover the mountain side, and over beds of wild flowers that carpet the slope, we can, before this distance is accomplished, obtain a fair view of the valley of the Fountain, Cascade and Manitou, thence out on the broad plains, rising blue and dim until they kiss the horizon. One does not look for valleys in the mountain tops, but a mountain top reached is still further surmounted, and the road winds through aspen glades and the air is freighted with the odor of pines.

The four horses trundle the light Beach wagon along most of the way at a trot. The driver tells you that after a little while the horses must be brought down to a walk. The grade is not steep, but "in the light air a fast gait would be a little hard on the stock."

Eight and a half miles we have come in a little less than two hours. "A pretty good road," that allows the making of such time to an elevation of

over 3,000 feet, at a guess. We are half way and are still in the timber. "The horses are changed to mules here"—an extraordinary metamorphosis, certainly—that is the way the driver put it, but there was no mystery in his language, except to a Boston lady, who was anxious to witness the process. Verily one must speak by the card in such a presence, or "equivocation will undo us." The four mules seemed to consider their load a trifle, and they moved as jauntily as if out for a holiday.

To beguile the tediousness of the way we were assured that on returning we should "come in a whirl." The motive that prompted the information was commendable, and the driver to be excused—he traveled that road every day and his early pleasure had simply turned into an attractive matter of business. We told him not to hurry on our account, as it was our desire to miss no part of the scenery. He said he should come back in two hours and a half. I had ridden behind mules before—I mean in period of time—and was doubtful touching the prospective gloriousness of the journey, but he assured me that it was perfectly safe. He spoke of a "switch-back," and there was intimation of occult peril in his manner. When we reached the vicinity of the timber line he pointed out the mystery. From the point of vision the zig-zag scratches away up on the steep mountain side reminded me of old times. I was having a longitudinal view of a few sections of worm

fence running up a hill at an angle of seventy degrees; at least a man under the influence of spirits would say it was a longitudinal view. Considered as a fence, from an economical basis, the angles were unnecessarily acute; it might fairly have represented five miles of fence and half a mile of ground in a straight line, or it looked as if unknown powers at each end were trying to jam the thing together and make it double up on itself.

I was very much interested in it. As a line from an irrigating ditch it might be pronounced a success. As nothing goes down a ditch except water, and very little of that in a dry season, nobody is put in jeopardy.

"And you come down there at the rate of eight or nine miles an hour?" I asked.

"Yes; oh, yes, easy enough."

"I should think it would be easy, especially if you went off one of these corners."

"You wouldn't know the difference."

"No, I suppose not. It must be a glorious ride, coming down at the rate of—eight or nine miles an hour, I think you said?"

"Yes, eight or nine; mebbe less, dependen'."

"You can make it in less time, then?"

"Certainly."

"And turn round those corners?"

"'Course, how else? You don't 'spose I'm thinkin' 'bout rollin' down the mountain side?"

I wondered what else it would be without snow on the ground; but the driver seemed to be a little short of breath to answer. I accounted for his deficiency in this regard because of the altitude; we were above timber line, 11,000 feet and over from sea-level. The pines had become dwarfed, were naked to one side, and leaning towards the rocks above them; or, in their sturdy struggle for existence, they clung to the precipitous mountain side like matted vines. Looking down from a certain point I observed a large quantity of the road resembling a corpulent angle worm in several stages of colic. I could not resist appealing to the driver again; I don't think anybody could.

"Do you go 'round all those places at the rate of eight or nine miles an hour?"

"Of course."

"And you don't slow up?"

"What should I slow up for?"

"So as not to turn over, you know."

"I never turned over in my life, and I drove stage in California twenty years."

I believed he was a liar, but deemed it inexpedient to tell him so although he was a small man.

"Never had a runaway either, I suppose?" and sitting behind him I casually—it being convenient—put my hand on his biceps; the arm was not large, but assuring.

"No."

My opinion of his veracity was not augmented.

"I hardly think you can make the time you say you can."

"Just wait and see."

"I'm sure it will be grand; I've been suffering for such an experience."

"I didn't know but you was gettin' a little nervous—they sometimes do."

"Nervous! I'm an old stager. I have ridden with Bill Updyke and Jake Hawks many a mile in these mountains. Take it in the winter time, down hill, for instance, the road covered with ice and the driver obliged to whip his horses into a dead run to keep the coach from sliding and swinging off such a place as that," and I pointed to a precipice several hundred feet perpendicular at our left. "That's coaching!" and I placed my hand upon his shoulder affectionately. During the colloquy the Major had not opened his head.

The vicinity is the dwelling place of desolation; nothing but rocks about us. What had once perhaps been a solid mass of trachyte is split to fragments in the mill of the centuries, and bits from as big as one's fist to the size of one's body or a small house lay tumbled in a confused and monstrous heap, as though there might have been in the remote ages a great temple here dedicated to the gods of old, and now in shapeless ruins.

Of the view from this great mountain peak, what shall I or anyone say? Nothing! It does not admit of description; upon it, you can understand why the Indian never mounts so high. It is one of the places whence comes

his inspiration of deity, the temple of his god, and he may not desecrate it with his unhallowed feet; it gathers the storm, and the sun caresses it into a smile and crowns it with glory, as he views it reverently from the valley. But we, the civilized, penetrate the mysteries of these heights and find, what? humility! and feel as though we should have worshipped from afar. We have risen to receive the divine inspiration, our brother has remained below to kiss submissively the nether threshold of the sanctuary. Which is nearest to the Father?

It is very still to-day, no sound greets you save the gentlest murmur of the summer wind brushing lightly across the uninviting rocks. The wide plains checkered with green and gold, stretching away out below you, give you no sign. The city you see there, bustling with the ambition of youthful vigor, is silent as death; you recognize it as a townplat on paper, that is all, except that it adds to the sense of your own insignificance; it may make you wonder, perhaps, why you were ever a part of the life there; it may be a shadow that you look down upon, as you would recall an almost faded dream. You turn.

"And the mountain world stands present;
And behold a wond'rous corps—
Well I knew them each, though never
Had we met in life before—
Knew them by that dream-world knowledge
All unknown to earthly lore."

Just below you a vast ocean of billowy hills, with its stately pines dwarfed to shrubs, its shores looming up in

the dim distance through their dainty veil of gray, and brooding over all that

"Awful voice of stillness,
Which the Seer discerned in Horeb,
That which hallowed Beth El's ground."

It seems like sacrilege, but the interest in that townplat down there, or in one like it, begins tugging at the skirts of one's adoration. The sun is going down and we also must go.

I had an interview with the driver, out behind the barn. (There is a signal station on the summit and the barn is a necessity.)

"You are sure you can go to Cascade from here in two hours and a half?" I inquired.

"Certain."

"Take something?" and I made a feint of reaching into the inside pocket of my coat for "something" I did not have.

"Can't! that's agin the rules—I'm a man of family and I don't care to lose my job."

"So am I a man of family, and my friend, the Major there, he has a family—a wife and nine children, all young. You love your family?"

"What do you ask that for?" "Course I do."

"So does the Major love his—the eldest only ten years old. You noticed, perhaps, on coming up, when we were talking about making time, going down in a whirl, I think you expressed it so? Yes, he said not a word—just sat and listened. He was thinking about the seventeen miles down hill, round those short curves, in two

hours and a-half. The Major has a slight heart trouble and any little excitement, like rolling down the mountain side, or getting upset, might be injurious to him. Being a man with a large family I desire to avoid his running any risk—you understand? This family is dependent on him and he has no life insurance. Now the making of this trip in two hours and a-half might be well enough for me, because I am use to it, you know; I haven't so much of a family, and I've ridden with Bill Updike and Jake Hawks, and there is nothing I should like better than such a ride as you proposed—I'd glory in it, but I'm a little uneasy about the Major. The doctor has already warned him against any undue excitement—Hold on a minute—there is another matter: he'd never hint that he is nervous, he is very averse to having it thought that he is troubled that way—see? And just as like as not, to show you that he is not nervous, he would tell you to 'Let 'em out!' Now—hold on a minute—if he should tell you so, don't you do it; you just go round those curves quietly, and trot along easy-like, or walk. He's a very close friend of mine, you can understand. Take this," and I slipped a half dollar into the driver's hand. Just then I heard the Major yelling to me with the voice of a strong man in enviable health, to "hurry up."

The driver accepted the half dollar and went round one end of the barn to the carriage, while I took the other way. When we were seated he touched

the off leader gently, the team started, and then he twirled the long lash of his whip with a graceful and fancy curve that rounded up with a report like that of a pistol. The mules struck into a gallop, and I concluded that my half dollar was wasted, literally thrown away, to say nothing of my other appeal. The loss of the latter caused me the more chagrin—the money was a trifle. But think of that blessed stage-driver ignoring my eloquence! By the great horn spoon! if I had a gun and was not deterred by the thought of consequences, I'd leave the wretch as food for the eagles—he'd never be missed. Just about the time I had him fairly killed and the body comfortably rolled over a precipice where it would never be discovered, he came to the first turn. The mules were on a dead run, and what did that blessed driver do? He just let that silk out again, gave a yell like a Comanche and whirled around that bend without so much as allowing the wheels to slide a quarter of an inch, and away he went, down the short, straight stretch as though he had been paid to go somewhere in a hurry. When he made the next turn I leaned over and said quietly: "Let me see that half dollar I gave you, perhaps it is plugged."

He changed his lines and whip into his left hand and passed over the suspected coin with his right. I substituted a silver dollar, which he slipped into his pocket, straightened out his lines and brought the mules down to a trot.

"Why don't you let 'em out, driver?" inquired the Major.

The driver looked around as if he thought I had addressed him.

"I think you can let 'em go," I said, and he did! Along the straight chutes! around the bends! away and down! with a merry jingle of the harness, the cool air turned into a breeze that caressed our cheeks as lovingly as the kiss of a child! Away and down! with the gleeful "hi! he! g'lang there!" of the driver, the mountains began to tower above us. Away and down! with the sharp reports of the curling lash, the cold granite and dwarfed shrubs changed, and we sped in among the stately pines! Away and down!

with hearts as light as the perfumed air, the flashes of the sun stealing in through the trees saluted our flushed faces, and every moment a *Te Deum* Laudamus whispered in ecstasy from our half closed lips. Eight miles and a half in thirty-five minutes! Was there ever before such a ride vouchsafed to mortal?

We sighed for four fresh mules to take us the remainder of the way. The exhilaration was not lost behind the horses, it was only toned down. As the evening shades began to touch the valley and while the sun yet kissed the mountains above us, we brought up at the starting place, happy.

L. B. FRANCE.

DAVID H. ARMSTRONG.

Few men who are now counted among the honored pioneers of St. Louis, have done so much useful service, in a modest way, for the city and state as Col. David H. Armstrong; and certainly none stand higher in the general regard. This confidence and respect have been won by a half century of service in various fields, where his talents and industry have been freely given for the use of all. He came to St. Louis when it was one of the pioneer settlements of the middle West, and he has watched it grow to its present grand proportions, against opposition, forebodings, years of apathy, the fluctuating tide of civil war, and the rival influence of envious neighbors. He has

rejoiced in that growth, and has used all his power and influence in its aid. And those efforts and that endeavor have been appreciated; and although Col. Armstrong has never been a seeker for office, he has been called again and again to the administration of public trusts, among which was that of United States Senator from Missouri—the highest office within the gift of the state.

David Hartley Armstrong is by birth a native of Nova Scotia, where he was born on October 21, 1812, but he came into the United States at an early age, and from boyhood was a firm believer in the doctrine of self-government by the popular will. He entered the



A. H. Armstrong.

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Wesleyan Seminary at Readfield, Kennebec county, Maine, where he received an academic education, preparatory to a collegiate career. He sustained himself while at school, by his own exertions, and had chosen civil engineering as a profession; but as employment in that line did not present itself when he must have employment of some character, he accepted the charge of a school in New Bedford, Massachusetts, where he was engaged from 1833 to 1837. In the year last named he became one of the thousands who were riding upon the tidal wave of emigration to the new and opening West, and arrived at St. Louis on September 16th. Congenial work not offering itself at that point at the time, he accepted a position as principal in the preparatory department of McKendree College, at Lebanon, Illinois; from whence he returned to St. Louis to fill the position of principal of one of the city public schools, the first schools of that character in Missouri. This honorable labor began on the first Monday in April, 1838, and continued without interruption until June, 1847.

"Col. Armstrong looks back upon no portion of his career," says a recent writer, "with more satisfaction than that during which he was employed as a public school teacher, and he regards it as a high honor to have been associated so prominently with the school system of the state at its inception. He possessed many qualifications of the good teacher, and his counsels were freely drawn upon to aid in the exten-

sion of the system as required by the growing needs of the city. As a teacher he was very successful, and among his pupils were many who afterwards became conspicuous and are numbered among the representative wealthy citizens of St. Louis. These all cherish the highest regard and the warmest affection for their faithful instructor."

While, as has been said, Col. Armstrong has never been anxious as a seeker after office, he has been called to the discharge of various trusts of a public nature. Since early manhood he has taken a deep interest in political affairs, and has ever been an active worker in the ranks of the Democratic party. For many years he was a member of the Democratic State Central Committee, and for much of the period was chairman of that body and a leader in its deliberations. In this capacity he directed the fusion of the Democrats and Liberal Republicans in the memorable campaign of 1870; a movement which resulted in the election of the first Democratic state administration since the war, and which had consequences far more important than the mere victory of a political party, for it led to the revision of the notorious "Drake Constitution," and the reinstatement of the people of Missouri in the full employment of their political rights, besides leading to the great Liberal Republican movement in the presidential contest of 1872.

When Mr. Armstrong resigned the

charge of the St. Louis public schools on June 8, 1847, it was to accept the office of city comptroller, which important position he held for three years. In 1853 he was appointed by Sterling Price, Governor of Missouri, as aide-de-camp upon his military staff, with the rank of colonel. In April, 1854, he was appointed postmaster of St. Louis by President Pierce, which office he held until the spring of 1858. In June, 1873, he was appointed police commissioner for the city of St. Louis by Gov. Woodson, and in 1877 was reappointed to the same office by Gov. Phelps. In 1876 he was a member of the board of freeholders by which the present city charter was framed:

Yet a higher public honor was, however, reserved for Col. Armstrong when, in 1877, upon the death of Hon. Lewis V. Bogy, he was appointed by Gov. Phelps as United States Senator, to fill the vacancy thus caused. He served in that position until the meeting of the legislature in 1879. While

he contented himself in the Senate with the modesty natural to him and expected of a new member, he made his mark upon the legislation of the time, performed all his duties with a conscientious regard to the best interests of the people, and proved in many ways his fitness for the higher fields of statesmanship.

In all his many relations of life, Col. Armstrong has been guided by the dictates of conscience, and in retaining his self-respect by honorable methods, has won the confidence of others. No attack has ever been made upon his integrity, even in the fiercest heat of political discussion. Of a frank, positive and somewhat aggressive nature, he has ever stood up manfully for what he believed to be the right, and even the enemies he has made—as all men who amount to anything in this world must make them—have granted him their respect for his honesty of purpose and the manliness of his methods.

THE PACIFIC RAILROADS: HISTORY OF THE PROJECT.

IF we were to start from the very commencement of the Pacific Railroad project and trace its gradual development, we should glance in succession over all the great events which have crowded so thickly upon each other during the fifth and sixth decades of North America history. All influenced it one way or another, some retarding

and others hastening it towards maturity.

At the close of the Mexican War in 1848 the people of the United States found themselves possessed of the whole country lying between the Mississippi and the Pacific ocean, California, New Mexico (now New Mexico and Arizona), and Texas were then

united under the one flag; and not long after this event the Pacific Railroad question became a pet subject for speculation amongst the most advanced promoters of railway enterprises.

The first printed notice of such a scheme, however, dates much further back, for in the *New York Courier* of 1837, an article was written by Dr. Hartley Carver advocating a Pacific Railway. As is usual in such a case, the doctor had his reward; by some he was considered a wild enthusiast, by others a madman.

One year only after the conclusion of the Mexican War came the cry of gold, which sent thousands of miners from every quarter of the globe, by every route, to California and the Pacific coast. While the greater number went by sea, around the Cape and across Panama, thousands boldly set out from the Eastern States by land unto the unknown regions of the Far West, and crossed the continent by different routes on different parallels of latitude.

Under the stimulus of this fresh necessity for a transcontinental highway, the Pacific Railroad enterprise could no longer be kept out of Congress; and early in the decade of 1850 it received the cordial support of both branches of the legislature. By an act passed March 31, 1853, the War Department was entrusted with the task of making such explorations and surveys as it might deem advisable in order to ascertain the most practicable and economical route for a railroad

from the Mississippi river to the Pacific ocean, and the necessary appropriations were duly granted. The Secretary of War at that time was none other than Mr. Jefferson Davis, and the results of the explorations made under his direction between 1854 and 1857 are comprised in three bulky volumes of Pacific Railroad Reports, which are as well known to botanists, naturalists and geologists as to geographers and engineers.

Two-thirds of the territory of the United States lies to the west of the Mississippi, and crouched along the centre of this vast tract, barring off as was supposed the westward wave of population, stretch the Rocky Mountains—that great Grizzly Bear over whose body it was thought impossible to step; but these Pacific surveys threw great light upon the anatomy of the Grizzly Bear. They proved that his back was very broad, that the slope on his side was very gradual, that his spine did not extrude unpleasantly in the centre, but lay on the contrary rather sunk between the two rows of muscles or mountains on either side. They found depressions along the spine—such as the North, Middle, South and St. Louis Parks—shut in on each side by the rows of muscles which made the animal so formidable. They showed, moreover, that, although he had a hump on his back (the centre of Colorado), from which his muscular frame sloped down on all sides, yet that this was flat also, and could be surmounted, if necessary, even by rail-

road; that his body ended about the 35th parallel, only leaving an insignificant tail in the way south of the line; and also that his broad shoulders (the Laramie plains), although exceeding 7,000 feet in height, were so smooth and rounded off that they almost invited the pathfinder to choose this place for crossing in preference to any other.

The chief routes examined and reported upon were the following:

1st. Between the forty-sixth and forty-eighth parallels, to unite Lake Superior and the head of navigation on the Mississippi with Puget Sound and the Columbia river. This has developed into the North Pacific Railroad route.

2nd. Between the forty-first and forty-second parallels, to unite the Missouri river, at Council Bluffs (Omaha) with the harbor of San Francisco. This has developed into the Union Pacific Railroad.

3rd. Between the thirty-eighth and thirty-ninth parallels, from Westport (Kansas City) at the great bend of the Missouri, due west across the continent. This was an attempt to run an "air-line" straight over to the hump in the bear's back, through the centre of Colorado, and thence in a direct line to San Francisco. The muscles on the eastern side were found to present no insurmountable obstacles, and one of the depressions (the St. Louis Park) along the spine was easily crossed; but the muscles on the other side, and the furrows or

gorges, between the ribs made this route quite impracticable.

4th. Near the thirty-fifth parallel from Fort Smith, on the Arkansas River, to the border of San Pedro (Los Angeles), on the Pacific Coast. This route, with the important modification of changing the starting point to Kansas City on the Missouri, and the Pacific terminus to San Francisco, is the one proposed by the Kansas Pacific, which stands in the same relation to St. Louis that the Omaha line does to Chicago.

5th. Near the thirty-second parallel, uniting Preston on the Red River in eastern Texas with the Pacific at San Diego, San Pedro, or San Francisco.

When all these surveys had been completed, and Mr. Davis had carefully weighed and examined the results, this last route was the one to which he gave the preference, strongly urging its adoption by Congress. It was said with perfect truth, that if the Atlantic and Pacific oceans were to rise to the height of 4,000 feet they would meet about the thirty-second parallel of latitude over the vast plateau south of the Rocky Mountains—the Madre Plateau; while the greater part of the continent to the northward, as well as the lofty plateaux of Mexico to the south, would form huge islands, separated by this strait. Although the surveys across other sections of the continent had almost swept away the conventional idea of Alpine grandeur of the Rocky Mountains, yet they were too rapidly conducted, and the task was too great to remove minor ob-

stacles, which swelled the estimates of the cost of a trans-continental railway to sums which made such an undertaking appear all but hopeless. The level route by the thirty-second parallel shone out in striking economic contrast to all the rest, and the result was that \$10,000,000 were immediately given to Mexico in payment for shifting her boundary line a little farther south to make way for the railway.

Between 1853 and 1860 the political horizon was gradually assuming a lowering aspect. The storm was gathering which ultimately revolutionised the Pacific Railway question, as it did almost every other great question throughout the states. Whilst Southern influence appeared to be as usual, carrying everything before it at Washington, and the truce brought about by the Missouri compromise, was being respected in the East, the vital questions of slavery, state rights and the rest, were being solved in the Far West throughout "bleeding" Kansas, Arkansas and Missouri, and the surrounding territories with a freedom and rough rapidity natural to the condition of the inhabitants. The climate influences were adverse to slavery and weighed heavily on the side of those emigrants who poured in from the Free States with an ever-increasing majority, bringing with them political emotions verging on fanaticism, and a fixed determination to uphold the laws of equal justice to all men at any sacrifice. The pro-slavery platform was defeated in the West, war followed as a direct

consequence, and the almost matured project of constructing a Southern Pacific Railroad by the 32d parallel fell through as a matter of course.

The Pacific Railway question soon took another form. Statesmen whisperingly asked each other, what if the Pacific States were to waver in their loyalty to the Union? Their isolated position was for the first time keenly felt, and thus the necessity of binding California closely to the North, by iron ways laid across the continent, became the highest card held by those who made it their business to agitate for a Pacific Railroad. Again the question came prominently before Congress; but, before watching the result of this political contest at Washington in 1862, we must glance for a moment at the hands of the players.

California held some great cards. The production of gold had been enormous; agriculture had developed into an interest rivalling that of mining; cereals were raised in quantities far exceeding the local demand; southern California had added grape culture to stock raising, and was striving to export wine as well as hides and tallow; trade had sprung up with Oregon, the Sandwich Islands, and, most important of all, with China; quicksilver was almost flowing from the mines of Almaden, and the strong desire felt by the Californians for a Pacific Railroad was brought to a climax by the discovery that a practical route across the snow-clad Sierra did exist through Donner Pass, midway between San

Francisco and Virginia City. Some of the richest merchants pledged their entire fortunes to the scheme; the state legislature liberally gave its sanction and aid; and it only remained for Congress to grant a fitting subsidy. Nevada had one high trump to play in support of California. The Comstock lode had been discovered, and the wealth of silver which poured from it had already raised that territory into the council of the states.

Chicago and the Northwest backed by New York, and St. Louis and the middle States supported by Philadelphia, carried with them to Congress most powerful but antagonistic influences. The railways of the eastern states and their prolongations westward may be said to form two separate railway systems, the one having Chicago in the northwest as its western terminus; the other, St. Louis, the most central point in the Mississippi valley. The capitalists of both these cities, fully alive to the importance of directing the Pacific trade through their own commercial centres, came forward eager for the contest, which would bring so much triumph and profit to the winning side. The men of Chicago urged that they had already projected three lines across the state of Iowa, to meet at Council Bluffs (Omaha) where they were bridging the muddy Missouri; that from this point to the Rocky Mountains, Nature herself had graded a line for them up to the very summit of the continental watershed; that here only a few hills

had to be crossed; that another five hundred miles would take them to the great Mormon settlement at Salt Lake, and that their California friends assured them that the Sierra Nevada might be crossed at the back of Virginia City, and San Francisco reached without any insurmountable difficulty.

St. Louis, on the other hand, pleaded that she had passed from words to deeds; that lines westward had not only been projected but built; that the Missouri Pacific Railroad, commenced in 1850 with aid from the state, already ran straight as an arrow westward across Missouri to Kansas City, and that lastly, as Kansas (not Nebraska) was the "mediterranean" state, and St. Louis more central than Chicago, Kansas City and not Council Bluffs should be the starting point of the grand route westward. Money was spent like water in the contest. I remember seeing it stated in an American journal that one company alone "employed the element of influence" to the extent of three millions of dollars. The civil war was hotly raging on all sides and the whole nation was in a ferment. Five hundred thousand pounds sterling were leaving the treasury daily to meet the current expenses of the Northern armies; even Washington was threatened; but for all that the Pacific Railroad bill was carried triumphantly. Grants of land and a large subsidy increasing in amount as the road advanced westward, were granted, but no definite conclusion was arrived at as to the eastern starting point of the route.

The great precedent, however, was established—that Government aid, to the extent of about half the total amount necessary, would be provided out of the national treasury to assist a Pacific railroad enterprise. Bills succeeded each other in rapid succession, and party contests raged hotly at every session; until finally, the following programme was definitely adopted, and the undertaking was actually commenced.

The main line was to extend from Omaha, on the Missouri river, to Sacramento, in California, 1,721 miles. St. Louis was to be provided for by a subsidised branch line, to connect with the main line on or about the 100th meridian of longitude east of the Rocky Mountains. Three companies were to prosecute these works, and to stand on an equal footing as regards land grants, loans, mortgages, etc.

First: The Union Pacific Railway Company, constructing the line westward from Omaha.

Second: The Central Pacific Railway of California, proceeding eastward from Sacramento. These companies were to make their roads as quickly as possible from either end, and to meet

at an intermediate point not fixed. Thus it was to the advantage of each to lay as much track as possible; for the amount of Government subsidy, as well as the share of managerial influence, depended upon the proportion of line laid.

Third: The Union Pacific Railway Company (Eastern Division) obtained the Government subsidy for a distance of 400 miles west of Kansas City. Thus it is evident that Chicago had gained the day. If the civil war had not intervened I think it more than probable that although 1869 might not have seen the locomotive plying between New York and the Pacific we should have had an iron road laid across the Black Hills. Chicago would have built the branch line, and the main trunk would have been laid further south, below the barrier of winter snows; it would have passed round the Rocky Mountains, not over them; across productive valleys, instead of through worthless deserts; and along the rich central trough of California, instead of climbing an Alpine pass more than 7,000 feet above the Pacific. WILLIAM A. BELL.

Manitou Springs, Colorado.

EARLY FRENCH SOCIETY IN ILLINOIS.

THE early history of the French settlements in Southern Illinois reads, in these days of higher civilization and broader culture, like a romance of Arcadia. The wants of these primitive

denizens of a new territory were as simple as they were few. Subsequent historians have called these the "halcyon days of Illinois," and alluded to this period as the date at which was

established the fact that "an honest, virtuous people need no government."*

The growth and prosperity of the five French villages in the district had been uniform and substantial. Extending along the American Bottom from Kaskaskia to Cahokia, frequent and friendly communication was maintained among their inhabitants along a line sixty miles in length. At peace with each other, they established and cultivated amicable relations with their Indian neighbors. Religious dissensions were unknown. The settlers recognized but one church, and to dispute her will in matters of faith never entered their minds. In each hamlet was a rude chapel with its attendant priest, who was, not only in matters of religion but in all the affairs of everyday life, the "guide, philosopher and friend" of his illiterate parishoners. The architecture of their houses partook of the simplicity of those who dwelt within them—a single story, surmounted by thatch of prairie grass, rested upon four posts, whose roughly-hewn sides were concealed by horizontal cross-ties, and whose interstices were filled in with clay and straw in lieu of mortar. The main entrance was protected by a primitive porch or shed. The floors were made of puncheons. The substantial furnishing of these plain homes was designed with an eye to utility rather than ornament;

articles of mere luxury were unknown, and she was a proud dame who could adorn her dwelling with a silver heirloom brought from her native land, to which she had bid a long farewell.

The demands of dress were not at all exacting. Coarse, blue cotton sufficed for summer wear, which was sometimes covered by a capot made of a Mackinac blanket. In winter cotton was replaced by bear-skin. Blue handkerchiefs formed the head-gear of both men and women alike, while both sexes were content to cover their feet with loosely-fitting deer-skin moccasins. Their agricultural implements were of the most primitive kind—wooden plows without a colter, and carts without iron. They usually plowed with oxen, which were yoked by the horns rather than by the neck. Their horses were driven tandem, with halters made of raw hide, which were strong and neat. With such implements and outfits thousands of acres were cultivated on the American Bottom, yielding large and remunerative crops.

They raised chiefly wheat, oats, hops, and tobacco—Indian corn only for hogs and hominy; against its use for bread they were prejudiced. Their bags were made of dry elk-skins. They had neither spinning-wheels, looms, nor churns—butter being made by shaking the cream in a bottle, or by breaking it in a bowl with a spoon, and very little used. There commerce was chiefly with New Orleans, the people of which port depended mainly on Illinois for supplies of various kinds. Regular

*See Reynolds' "Pioneer History of Illinois," and Breese's "Early History of Illinois."

cargoes of flour—as many as four thousand sacks in 1745*—bacon, pork, hides, tallow, leather, lumber, wine, lead, and peltries were annually, and sometimes more frequently, transported in keel-boats and barges, or batteaux as they were called, to New Orleans, where was found an excellent market. For cargo on their homeward voyage, the little vessels brought to the northern settlements sugar, rice, manufactured tobacco, indigo, cotton, and such other goods as the simple wants of the inhabitants required.

The Frenchmen in Illinois were excellent boatmen, and although the work of ascending the river was difficult and at some places perilous, they so mingled their amusements with the excitements of the voyage as to make this kind of life not only tolerable but enjoyable. The manner of navigating the Mississippi, as conducted then and for over half a century thereafter, was by towing, sailing, and, as it was called, cordelling, which consisted in pulling the boat up stream by a long rope, one end of which was fastened to a tree, the other being in the hands of the men on board. When creeks or rivers impeded their progress, they swam them, or were ferried over in canoes. The crews numbered, according to the size of the vessel, from ten to fifty hands, and with large boats heavily laden, four or five months' time was consumed in making the round trip from Kaskaskia to New Or-

leans. Besides coin, good peltries were an acknowledged measure of value, and passed freely in commercial transactions.

The government of the commandant was mild and conservative, interfering but little with the every-day pursuits of the people, excepting in matters of commerce, over which he maintained absolute control. Having extensive patronage and unlimited power over trade, as well as over all contracts for supplies, repairs, and stores for his majesty's magazine, ample opportunities were afforded him not only to secure the good-will of the inhabitants, but also to add very largely to his legitimate income.

"The Court of the Audience of the royal jurisdiction of the Illinois," as Judge Breese calls it, which came to be established, had but little difficulty in settling the few matters of dispute which arose, or in enforcing its judgments and decrees, through the provost marshal.* Each village had its own local commandant, who was usually the captain of the militia.

The burdens of the people were light; and their being but few social distinctions, there were no rivalries. Care was a stranger, and amusement always in order. Paying strict attention to the public duties of religion, they regarded the close of the mass on Sunday as the signal for the commencement of festivities. On this gala day

*Reynolds.

*See interesting address before Illinois State Bar Association, on the "Beginning of Law in Illinois," by Edward G. Mason, 1887.

of the week, games, visiting and gossip were the order of the day; but their chief delight was in dancing, in which old and young engaged alike.

Ignorant of the expensive demands of fashion, their artificial wants were few and easily satisfied. All it cost for a year's board and lodging was two months' work—one plowing and one harvesting. Thus lived in their border villages this primitive, detached people, apparently contented with their situation, their government and their religion.

But there is a reverse side to this picture. The highest product of any country—the outgrowth which surpasses in value all the combined harvests of the soil and the aggregate yield from its mines, however great—consists of the men and women who not only acknowledge that soil as their mother, but who owe their character and its development to the circumstances and institutions surrounding their birth, and among which they are reared.

“Ill fares the land, to gathering ills a prey,
Where wealth accumulates, and men decay.”

In vain do fertile fields respond to labor, when those who cultivate them are themselves the stunted product of a warped, incomplete, or degenerate civilization.

These early colonists, in a very considerable proportion, were the product of the lower, while not a few of them had belonged to or descended from the criminal, classes. The higher qualities of mind and heart which often distin-

guished the national character, and which were repeatedly displayed by the enterprising and loyal French who came to this country after 1780, they apparently left behind them or never possessed.

Having no educational system, they were ignorant alike of their rights, duties and responsibilities as citizens. It was not for the interest of their rulers that they should learn either, and they were as destitute of ambition as the animals with which they plowed. Like children, they cheerfully performed the tasks assigned them, stimulated by the hope of the promised play-time, which was sure to follow. In return for the permission to indulge in their chosen pastimes without restraint, they willingly confided their government to others. While they were light-hearted, they were light-headed as well, and thriftless; the poorer portions laboring only long enough to gain a bare subsistence each passing day, the rest of the time being spent in sporting, hunting and wine drinking. Those who had slaves compelled them to labor to support their drunken masters in idleness and debauchery.

They are represented as hard masters, and overreaching and profligate in their intercourse with the Indians.

Their connection with the latter, indeed, was a source of injury and degradation to both races. It was found that it was easier for the French to descend to the lower plane of savage life than it was for the native to improve by the specimen of civilization presented



Portrait of O. M. M. M.

O. M. M. M.

him by the French, while the bad qualities of the latter were adopted naturally and without an effort. The result was the demoralization and decay of both, so that in the end one was exterminated and the other compelled to give way to the sterner and more elevating civilization of the Anglo-Saxon.

As remarked by a close observer of these early times, we look in vain for

the monuments of this ancient population. Their memorials may be counted upon less than the fingers of one hand. With not one single important work of education, art, science, culture, benevolence, or religion are they associated.*

JOHN MOSES.

* O. W. Collet, *Magazine of Western History*, I, 95.

INCIDENTS IN THE LIFE OF ORLANDO METCALF.

PITTSBURG—COLORADO SPRINGS—MANITOU PARK.

That touch of nature which "makes the whole world kin" prompted Edward Everett to say—"The sacred tie of family, reaching backward and forward, binds the generations of men together and draws out the plaintive music of our being from the solemn alternation of the cradle and the grave."

Some time, in the history of every human family, this plaintive music has been heard. Vicissitude and misfortune are words engraved upon every stone marking the coming of one generation after another. This is emphatically true of the American family of Anglo-Norman descent. Whatever of prosperity and domestic tranquillity they may enjoy to-day has been the result of wars in past ages—perhaps during the period of the Stuarts and Cromwell; the wars of the Roses, or the wars between Saxon and Norman.

God set mankind in families. Therefore their history is the history of the

human race, dark and warful as it is, while biography, as the soul of history, imparts to its pages both tragedy and comedy.

There is many an American family with more or less of Norman, Plantagenet, Tudor, or Stuart blood in their veins.

They may not know, and may not care for the admixture. The want of ancestral pride carries its own comment; but pride of ancestry is hereditary and is peculiarly a Norman characteristic. The family of which I now write is of Norman origin.

Orlando Metcalf was born July 31, 1840, at Pittsburg, Pennsylvania. His father, Orlando Williams Metcalf, was a graduate of Union College, and a lawyer of reputation. Arunah Metcalf, his grandfather, of Cooperstown, New York, was a member of the assembly of that state in 1806-10, and also a representative in Congress in 1811-13.

The latter was the son of Zebulon Metcalf, of Lebanon, Connecticut—himself a descendant of the Metcalf family of England, recently represented in the British Peerage by Sir Charles Herbert Theophilus Metcalf, Baronet, of Fern Hill, Berkshire. The old family crest is a talbot (mastiff) the dexter paw supporting a golden escutcheon: the motto is Conquiesco—"I am at rest."

Arunah Metcalf married Eunice Williams, whose father, Capt. Veatch Williams, married Lucy Walsworth. Capt. Williams was of the fifth generation from Robert Williams, born in 1563 in Norfolk, England, who came to this country in 1637 and settled in Roxbury, Massachusetts. He was "a staunch and typical Puritan whose scruples forbade his conformity with the tenets of the Established Church of England during the intolerable reign of Charles I."

Eunice Williams Metcalf (the paternal grandmother of Orlando Metcalf), as the daughter of Lucy Walsworth Williams, had in her veins the blood of Margaret Plantagenet, daughter of George, Duke of Clarence and Lady Isabel, daughter and heir of Richard, Earl of Salisbury and Warwick, in 1499. This lady was (October 14, 1513) advanced to the dignity of Countess of Salisbury; and received letters patent establishing her in the castles, manors and lands of Richard, late Earl of Salisbury, her grandfather. Notwithstanding these marks of royal favor, an opportunity was seized upon

several years afterwards to destroy the only remaining branch of the Plantagenets in this illustrious lady. At the advanced age of seventy years (31 Henry VIII.) she was condemned to death, unheard by Parliament, and beheaded on Tower Hill, May 25, 1541, when her dignity as Countess of Salisbury, fell under attainder. She married Sir Richard Pole, K. G., and had issue Henry, Baron Montague, from whom lineally descended Lucy (Walsworth) Williams.

Orlando Williams Metcalf (her grandson) married Mary Mehitable Knap, May 17, 1826, sister of Charles Knap, founder of the Fort Pitt Cannon Foundry, Pittsburg. These were the parents of Orlando Metcalf of Colorado Springs.

Mr. Metcalf had the advantages of a liberal education. His closing days in its pursuit were spent at Kenyon College, Ohio, where, however, he did not graduate. His ambition was to be a business man. He sought employment in 1858 under his uncle, then engaged in the manufacture of sugar and cotton machinery for the Southern trade. Beginning in the lowest capacity, as office boy, and doing all the work that position implies, he served one year for which he was paid seventy-five dollars, and *lived within his income*. This is a noteworthy fact; for it is a foundation stone in his business character which has never been disallowed, not to live beyond his income, therefore he owes no man anything to this day. Another article

(which will appear in an early number of this MAGAZINE), "A Chapter of War History: Where and How the Large Cannon Were Made," bears directly upon the personal history of Mr. Metcalf.

Mr. Knap in his field of labor was the perfect equation of Thomas A. Scott in his. In hastening the solution of the problem of war, Knap, moulding cannon, and Scott, as assistant secretary of war and vice-president of the Pennsylvania railroad, transporting it to the front, were powerful factors in the suppression of the Rebellion.

Mr. Metcalf has in his possession a telegram from Col. Scott saying: "If necessary, take possession of the Pennsylvania railroad in the name of the Government." This order, though never executed, was issued in view of a threatened emergency.

Two summers ago the writer sat upon the angle of the wall of Fortress Monroe which commands the entrance to Hampton Roads. His back rested against the mouth of a 20-inch Columbiad surnamed "Lincoln." He did not think then "with what a forge and what a heat" it had been cast, or that he should listen to the story of its Plutonic birth from the lips of Mr. Metcalf, two thousand miles from where it still keeps eternal vigilance.

From the close of the war until 1871 the foundry was managed by Charles Knap's nephews, of whom were still William and Orlando Metcalf. But its operations were enlarged. Its fiery furnaces were turned once more to

moulding peaceful as well as warlike implements.

One incident may be mentioned in its history before passing. The foundry was much visited by sight-seers. This included many distinguished foreigners. Every civilized government sent military officers to the Fort Pitt Foundry to take notes upon the casting of these cannon—the first of the size ever manufactured anywhere.

They attracted so much attention that Mr. Metcalf at last determined to charge an admission fee of twenty-five cents, the proceeds to be applied for the benefit of the United States Sanitary Commission. Mr. Knap then offered to give (and gave) a dollar for every dollar thus contributed.

The Columbiad, so befittingly named "Lincoln," thus accomplished in part the will of the martyred President in binding up the nation's wounds and caring for him who bore the battle, and for his widow and orphans.

Mr. Metcalf's next business relation was with the "Crescent Spring Company," of which he was manager and treasurer until 1873, when was started the "Verona Tool Works," as Metcalf, Paul & Co., of which he is still the head. This company is engaged in the manufacture of railroad track tools. One of its famous specialties is the "Verona Nut Lock," of which there are now more than fifty million in use.

In 1879 Mr. Metcalf came to Colorado to recover from nervous prostration, superinduced by the stress of

business cares. He soon realized the benefits of the climate, became interested in the vast natural resources of the state, and began to take part in their development. Entering energetically into the movement to build the Colorado Midland railroad, he was one of the first board of directors, a member of the executive committee, and second vice-president from 1885 to 1888.

He is president of the Pacific Coal and Coke Company, whose fields, located in Gunnison county, consisting of about three thousand acres, have also strong indications of silver ore, with slate and marble quarries of the rarest qualities. The anthracite coal deposits, now well developed, have been very favorably reported upon by Prof. Lawson of Dalhousie college; by Engineer Long of the Denver & Rio Grande railway; by Prof. J. W. Langley of the chair of Chemistry, Ann Arbor university; and recently very thoroughly and exhaustively by Prof. James T. Gardner of Albany, New York. The latest development shows up 2,250,000 tons of the very finest anthracite coal in an area of 210 acres, equal in every respect to the very best to be found anywhere.

William S. Maple, up to 1878, an artist of note in San Francisco, since extensively engaged in mining at Aspen, is the superintendent of the company.

Mr. Metcalf is president of the Elk Mountain Railway, the line of which has been surveyed and permanently located. It extends from Carbondale

to these coal fields, a distance of thirty miles. The secretary and treasurer is Mr. H. D. Fisher, who was one of the projectors of the Colorado Midland—suggested its felicitous name; was president of the Midland Construction Company, and is identified with the inception and building of that road, so remarkable for the beautiful mountain region it has opened up to travel and tourists and for settlement.

The engineer is Mr. Thomas H. Wigglesworth, of thirty-five years experience upon the railroads of the East and West, viz:—The Cincinnati Southern; the Newport News and Mississippi; the Louisville and Nashville; the Denver and Rio Grande, and the Colorado Midland. To him, more than to any other man, the locomotive owes its triumphs in scaling the Rocky mountains.

Mr. Metcalf married, in 1863, Agnes McElroy, daughter of Mr. James McElroy, of Pittsburg—whose surname carries the name backward to romantic Scotland—land of the covenanters and martyrs. Intervening generations have not sufficed to remove from her forceful yet kindly face the lineaments of a heroic ancestry.

Mr. and Mrs. Metcalf are at the head of a happy household, consisting now of nine, including their seven children. Apart from their Colorado Springs residence, upon the same lot stands a cottage, half hidden and half revealed, in shrubbery and trees. It is the art-and-music study of their daughters.

Mary Knap, the eldest, is an artist by nature and education, whose paintings have attracted attention and sale chiefly in New York, where for several years she studied at the school of the eminent Mrs. Sylvanus Reed. Agnes and Edith Leila devote their time to music. Two years were spent at Leipsic, rendering their musical accomplishments exceptional. The only son, Orlando, Jr., just completed a five years' course at Shattuck's School at Faribault, Minnesota. He enters this fall the Boston School of Technology. The remaining three are daughters, Elizabeth Knap, now at Mrs. Reed's School; Lois, nine years of age, and Emma Elsie, seven.

Their summer residence—not the home in Colorado Springs—is Camp Duquesne, at Manitou Park, on the line of the Colorado Midland. This

name was chosen in remembrance of the place of his nativity. It also recalls the days of the French occupation; the defeat and death of Braddock; the name of Washington when it rose resplendent upon the horizon of American history, and the change of name, with change of dominion, from Duquesne to Fort Pitt, and finally to Pittsburg.

The family now gathered at Camp Duquesne has exemption from some of the political ills, at least, which befell their remoter ancestors, whether Puritan or Cavalier; while they affectionately ascribe much of their prosperity and all of their domestic tranquility to the trials some of them endured, even to death of the body and the confiscation of estates.

HENRY DUDLEY TEETOR.

VERSIONS OF THE BIBLE.

HISTORICAL ACCOUNT OF THE MORE IMPORTANT VERSIONS OF THE BIBLE BEFORE THE DISCOVERY OF PRINTING.

II.

REV. DR. ABBOTT thinks that the first attempt to convey ideas by signs addressed to the eye was by pictures and in this first stage a single picture represented an entire word. The next stage was the syllable when the picture became merely a conventional sign, drawn with the fewest possible lines until it often merely suggested, or even ceased to suggest the

object which it had represented. The best examples of these two stages are in these Egyptian hieroglyphics, which represent frequently the first syllables of the words, and even the first letter.

In the cuneiform alphabet of Assyria there are several hundred known characters which also indicate words, as many more which represent simple and compound syllables. The cuneiform

alphabet, or syllabary, the origin of which is unknown, has lost nearly all resemblance to the original pictures from which it degenerated, and the same is true of the Egyptian hieratic chirography, which was a sort of running hand, used in writing on papyrus. The Egyptians possessed the hieroglyphic system at the earliest period at which we meet their monuments, and we have in the Papyrus Prisse a specimen of hieratic writing going back as far as the Exodus.

The old Phœnician, to which reference has already been made, or more properly the Shemitic alphabet, as it first appeared about 1000 B. C., was extended over the west coast of Asia, from Arabia to the central portion of Asia Minor, and it may have had its origin with the Canaanites at the time when the shepherd kings ruled over Egypt.

A letter from Prof. Rafinesque corroborates our supposition that the ancient Punic, Phœnician, or Carthaginian language is quite identical. A stone was found in a cave on the Island of Malta, in the year 1761, upon which Phœnician characters of a very ancient date were inscribed. This island, at an early period of time, was inhabited by the Phœnicians, long before the Romans existed as a nation, and this sepulchral cave bore evidence of having been used by the primitive inhabitants. These characters found in the ancient repository of the dead, are thought to mark the place where the famous Carthaginian, Han-

nibal was buried, as they explicitly allude to that general. The reading in the original is as follows: "Chadar Betholam. kabar Chanibaal Nakeh becaeth haveh, rachm dach Am beshuth Chanibaal ben Oar melec." The interpretation reads thus: "The inner chamber of the sanctuary of the sepulchre of Hannibal, illustrious in the consummation of calamity. He was beloved. The people lament, when arrayed in order of battle, Hannibal the son of Bar-melec."

Humboldt, in his volume entitled "Researches in South America," describes a chain of mountains between the rivers Oronoco and Amazon where were found in a cavern characters supposed to be the Punic letters, engraved on a block of granite. Other nations having presented their claims to the inventors of language, why then should not America also endeavor to establish its right? Prof. Vater assures us that the alphabet of the two continents, with the American glyphs, or groups of letters had their origin in a remote period, when one original tribe existed, whose ingenuity and judgment enabled them to invent such intricate formations of language as could not be effaced by thousands of years, nor by the influence of zones and climates. To unravel the mysteries of language as connected with the new and old continents and to unite the whole human race in one origin is not an impracticable theory.

Winthrop's description of the curious characters inscribed upon a rock at

Dighton, Massachusetts tends to show that they originated with the inhabitants of the ancient Atlantic island of Plato, called by him Atlantis. Mathien not only gives the sense of the inscription, but he proves that the tongues spoken by the Mexicans, Peruvians and other occidental or western people, as well as the Greek itself, with all its dialects were but derivations from the language of the primitive Atlantians. Dr. Robertson, the historian, conjectures that this bridge which reached from America to Europe was destroyed by the ocean very far back in the ages of antiquity. Plato says, "there was a tremendous overflowing of the sea, which continued a day and a night, in the course of which the vast island of Atalantis, and all its splendid cities, were sunk in the ocean, which spreading its waters over it added a vast region to the Atlantic." If the tradition be true, this occurrence happened about twelve hundred years before Christ, and seven hundred and fifty years after the flood. At this period it is possible that a land passage may have existed from Europe and Africa to America; also by other islands, some of which are still situated in the same direction—the Azores, Madeiras and Teneriffe islands. An allusion to this same island, Atalantis, is made by Euclid, in a conversation which he had with a Scythian philosopher of the same age, who had traversed the wilds of his own northern regions to Athens, where he made the acquaintance of Euclid. Their subject was the

convulsions of the globe. The sea, according to every appearance, said Euclid, has separated Sicily from Italy, Eubœa from Bœotia, and a number of other islands from the continent of Europe. We are informed that the waters of the Black sea having been long enclosed in a lake, rose at length above the lands which surrounded it, forced open the passage of Bosphorus and Hellespont, and rushing into the Ægean sea, extended its limits to the surrounding shores. Beyond the isthmus which once united Europe and Africa, said Euclid, there existed an island as large as Africa which, with all its wretched inhabitants, was swallowed up by an earthquake. The evidences of an ancient population in this country, anterior to that of the Indians is shown in the discovery of mounds, tumuli, and the researches of the Historical Societies of Ohio and elsewhere. In a deep valley in the Alleghany mountains is one of those solitary memorials of an exterminated race. It is hidden amidst the profoundest gloom of the woods, and consists of a regular circle, a hundred paces in diameter. The plot is raised above the common level of the earth around to a height of about four feet, which may have been done to carry off the water when the snows melted, or when violent rains would otherwise have inundated the dwellings of the inhabitants. The whole country abounds with monuments of antiquity, and there is every reason to believe that the Americans were equal in antiquity, civiliza-

tion and sciences, to the nations of Africa and Europe; and like them the children of Asiatic nations. It is absurd to suppose that no American nations had systems of writing, glyphs and letters, and undoubtedly they had various modes of perpetuating ideas. Rafinesque in a letter to Champollion states that the graphic systems in America to express thought may be arranged in twelve series:

1st. Pictured symbols of the Toltecas, Aztecas, Huaztecas, Skeres, and Panos.

2d. Outlines of figures expressing words or ideas, used by the nations of North and South America.

3d. Quipos, or knots on strings used by the Peruvians, and several other South American nations.

4th. Wampums, or strings of shells and beads, used by many nations of North America.

5th. Runic glyphs, or marks and notches on twigs or lines, used by several nations of North America.

6th. Runic marks and dots, or graphic symbols, not on strings or lines, but in rows; expressing words or ideas, used by the ancient nations of North America or Mexico; the Tallegas, Aztecas, Natchez, Powhatans, Tuscaroras, and the Muhizcas of South America.

7th. Alphabetical symbols, expressing syllables or sounds, not words, but grouped, and the groups disposed in rows; such is the graphic system of the monuments of Otolum, near Palenque, the American Thebes.

8th. Cursive symbols, in groups and the groups in parallel rows, derived from the last (which are chiefly monumental) and used in the manuscripts of the Mayans, Guatamalans.

9th. Syllabic letters, expressing syllables, not simple sounds, and disposed in rows. Such is the late alphabet of the Cherokees, and many graphic inscriptions found in North and South America.

10th. Alphabets or graphic letters expressing simple sounds and disposed in rows; found in numerous inscriptions, medals and coins in North and South America.

11th. Abbreviations or letters standing for whole words, or part of a glyph and graphic delineation expressive of the whole.

12th. Numeric system of graphic signs, to express numbers. All the various kinds of signs, such as dots, lines, strokes, circles, glyphs, letters, etc., used by some nations of North and South America as well as in the eastern continent.

Thus it is shown that America, in its earliest history, was not without its literati, and means of improvement by the use of letters, but was lost by means of revolutions as once was the fate of the Roman empire.

In the humble opinion of the writer, the Atlantes were not only the primitive colonists of America, but they were the most conspicuous and civilized. They may have been the founders of Otolum that ruined city which ranks among the most remarkable of the an-

tiquities of Yucatan and Chiapa, and which is described by Del Rio as having a circuit of thirty-two and a breadth of twelve English miles. The descendants of the builders of this city are the Tolas or Torascos, Atalalos, Matalans, Talegawis, Otalis or Tsulukis, Tala-huicas, Chontalas or Tsendalas.

The similarity between the languages of our American Indians and their African brethren the Taurics and the Guanches, even after a separation of several thousand years attracted the attention of early navigators, and when Columbus discovered America history tells us he was struck with the similarity in features, manners and speech. From Vater and other Spanish writers we learn that the Tarascos formed in West Mexico a powerful and civilized kingdom, and by their language is traced their origin to a remote period of time. As for the modern English it has really only one immediate parent. The old English, such as it was spoken and written in England, between the years 1000 and 1500, lasting about five hundred years, which is considered to be the usual duration of fluctuating languages. According to Priest informs us that the old English had several contemporaneous dialects, and it is supposed to have sprung from the amalgamation of the British-Celtic, the Anglo-Saxon and the Norman-French. These three parents of the English, instead of being remote and different languages were themselves brothers; they sprang from a common primitive source having undergone fluctuations and changes

every five hundred or one thousand years. For instance, the Latin of the time of Romulus, was quite a different language from that spoken in the time of Augustus, although this was the child of the former. Tracing backward the old English which sprung partly from the British-Celtic, we find that the British-Celtic of Great Britain sprung from the Celtic of West Europe—the Cumbric from the Gomerian of Western Asia—the Gomerian from the Yavana of Central Asia. The Yavana was a dialect of the Sanscrit. The Sanscrit alphabet, and all its derived branches, including even the Hebrew, Phoenician, Pelagic, Celtic and Cantabrian alphabets, were totally unlike in forms and combinations of grouping, but in the great variety of Egyptian form of the same letters a resemblance with our American glyphs has been traced. In an old Lybian alphabet, which has been copied by Purchas, in his collection of old alphabets a close connection is shown between the hieroglyphics of Egypt and the glyphs of Otolum, the ruined stone city of America.

In "Denham's Travels in Africa" is described another old and obsolete Lybian alphabet found in old inscriptions among the Tuarics of Targih and Ghraat, west of Fezan, which although unlike the first, had many analogies, and also with the American glyphs.

The old English which partly sprung from the Norman French may thus be traced backward. The Norman French was sprung from the Romanic

of France. The Romanic from the Celtic, Teutonic and Roman Latin. Roman Latin from the Latin of Romulus. The Latin from the Ansonian of Italy. The Ansonian from the Pelagic of Greece and West Asia. The Pelagic from the Palangsha or Pali of Central Asia. The Pali was a branch of the Sanscrit.

Thus we see all the sources of the English language concentrating by gradual steps into the Sanscrit, one of the oldest languages of Central Asia, which has spread its branches throughout the whole world. All the affinities between English and Sanscrit are direct and striking, notwithstanding many deviations and the lapse of ages. All the European nations came from the east or the west of the Imaus table land of Asia, and the order of time in which the Asiatic nations entered Europe to colonize it was as follows:

1. Esquas or Oscans or Cantabrians.
2. Gomorians or Cumras or Celts or Gaels.
3. Getes or Goths or Scutans or Scythians.
4. Finns or Laps or Sames.
5. Tiras or Thracians or Illyrians or Slaves.
6. Pollis or Pelasgians or Hellenes or Greeks.

The settlement in Europe of the last is so remote, says Rafinesque, as to be involved in obscurity, but their languages and traditions prove there relative antiquity.

The sacred writers composed their works under so plenary an influence of

the Holy Spirit, that God may be said to speak by those writers to men; not merely that they spoke to men in the name of God. According to Buck there is a difference between the two propositions; each supposes an authentic revelation from God, but the former secures the Scriptures from all error, but as to the subjects spoken, and the manner of expressing them.

The inspiration of the Old Testament Scriptures is so expressly attested by our Lord and his apostles, and the evidences brought forward in the New Testament by the apostles so thoroughly establish the truth of the facts to which they testified; that there should be no doubt of their inspiration. The ancient authors seldom wrote their treatises with their own hands but dictated them to their freedmen or slaves. These were of three classes, the tachugraphoi amanuenses notarii, or hasty writers; the kalligraphoi librarii, or fair writers; and the bibliographio bibrarii, or copyists.

It devolved upon the class last named to transcribe with great care and clearness the text which the former had written from dictation.

The correcting of the copies was under the care of an emendator correcter, and most of the books of the New Testament were dictated after this method.

In the epistle of Galatians, chapter VI., St. Paul noted it as a particular circumstance that he had written it with his own hand. The *recitatis* preceded the publication, which recital

took place before many persons who were specially invited to be present.

Thus the works of the first founders of the Christian church made their appearance, and these epistles were read in those congregations to which they were directed. The historical works were made known by the authors in the congregations of the Christians *per recitationem* and the general interest manifested procured for them transcribers and readers. Records were also inscribed on the walls and columns of temples, tombs, etc. Porphyry makes mention of some pillars preserved in Crete on which the ceremonies observed by the Corybantes in their sacrifices were recorded. The works of Hesiod were originally written on tables of lead and deposited in the temple of the Muses in Bœotia. The laws of Solon were cut on wooden planks, and tables of wood and ivory were not uncommon among the ancients. Those of wood were frequently covered with wax, so that writings could be made or blotted out with facility. Subsequently the leaves of the palm trees were used, and the thin bark was also selected. Hence came the word *liber*, which signifies the inner bark of the trees. As this bark was rolled up in order to be removed with greater ease, each roll was called *volumen*, a volume; a name afterwards given to similar rolls of paper or parchment. From the Egyptian papyrus, the word paper is derived.

After this, leather was introduced, and history informs us that Altarus,

the king of the Pergamus, was the inventor of parchment made from the skins of sheep and goats. The ancients also wrote upon linen, and Pliny assures us that the Parthians, even in his time, wrote upon their clothing. Livy speaks of certain books, *lintei libri*, upon which the names of the magistrates were preserved in the temple of the goddess Moneta.

The Assyrians have been competitors with the Egyptians for the honor of having invented alphabetic writing, and it appears, from the remains now extant of the writing of these ancient nations, that their letters had a great affinity with each other. They much resembled one another in shape, and they ranged them in the same manner, from right to left. The Grecians followed both directions alternately, going in the one direction and returning in the other. It was called *boustrophedon*, because it was after the manner of oxen while at work with the plough. In Chinese books the lines run from top to bottom, and probably the Chinese is the only system now in common use that is not lineally descended from the alphabet used by Moses in writing the Pentateuch.

Few subjects have given rise to more discussion than the origin of alphabetical characters, which, as Calmet truly says must be considered one of the most admirable efforts of the ingenuity of man. So wonderful is the facility which it affords for recording human thought; so ingenious is the

analysis which it furnishes for the sounds of articulate speech, that the authors of this invention should receive the grateful homage of all ages. Unfortunately the author, and the era of this discovery, are both lost in the darkness of remote antiquity, and even the nations to which the invention is due cannot now be named with certainty.

The Egyptians, the Assyrians, the Phœnicians, the Persians, the natives of India have vied with each other for this honor, and each has claimed its inventor among the remote, and probably fabulous personages that figure in the earlier ages of their history. Lucan affirms that the Phœnicians invented the common letters before the Egyptians were acquainted with the use of paper, or the art of writing in hieroglyphical characters, and it was probably in imitation of the Phœnicians that the Egyptians used letters in their writing. Of this we cannot be certain, but we are aware of the fact that the resemblances were great in the ancient alphabets of these people; and we know that Moses, who was familiar with both hieroglyphic and Phœnician letters, wrote in the last named characters. The Egyptians lost the use of their writing when under the dominion of the Greeks, and the Coptic or modern Egyptian character is formed from the Greek. The characters of the oldest known form of the Shemitic alphabet taken from the Moabite stone, nearly 900 B. C., and from other monuments, were followed by the earlier forms of

the Greek and Latin alphabets, which as may easily be seen are almost pure Phœnician, when written from right to left, as in the case of the most ancient Greek monuments, the letters are not distinguishable from the Phœnician.

The Phœnician alphabet in which the Old Testament was originally written, according to the Greek legend was introduced by Cadmus through all the Phœnician colonies, and through the Cadmus of mythology the Greeks took their alphabet from the Phœnicians, while from the Greek is derived the Russian. From the Latins, whose Phœnician origin is equally evident, came the alphabets of the rest of Europe and America.

Brinsep has shown that the ancient Sanscrit alphabet probably came from the Phœnician, and from the Sanscrit are derived the alphabets of India, Burmah, Thibet and Java. The old Persian is also shown by Spiegel to have a similar origin, and Klaproth has proved that the Mongolian, Tungusian and Manchu alphabets are from the Phœnician, through the Syriac, though modified by the perpendicular columnar arrangement of the Chinese. Add to these the Samaritan, Ethiopic, and Syriac; the Arabic, with its characters modified or unmodified, as accepted by Turks, Persians, Malays, Hindoostanees and Touareks, and we have only the Chinese remaining that can claim, as has already been intimated, an independent origin.

The Phœnician writing would prob-

ably have been forgotten had not the Samaritans preserved the Pentateuch of Moses, written in the old Canaanite or Hebrew character, by the help of which many medals, coins and the remains of Phœnician monuments have been deciphered. Some learned men maintain that the square Hebrew character still in use is the same as was used by Moses; but the prevailing opinion seems to be that the Jews gradually abandoned the original character while in captivity at Babylon, and that ultimately Ezra substituted the Chaldee, while the Samaritan preserved their Pentateuch written in old Hebrew and Phœnician characters. Prideaux shows that in the Hebrew language the vowel points, ten in number, are the invention of the Massorets, and date back to about the end of the ninth, or the beginning of the tenth century. They are said to have originated with the rabbins Asher and Naphtali, but the necessity for a system of vowel signs was not felt until the Hebrew has ceased to become a colloquial language.

The most ancient Assyrian seals usually have no writing upon them, although some of the cylinders bear upon them curious inscriptions.

The royal scarabalu of the Egyptian dynasties have the hieroglyphics within the cartouche. One, in possession of the writer, has upon it the name of Thotmes II.

The writing materials of the ancients were various, and beside those already named may be mentioned bricks,

metals and gems, all of which were brought into requisition. In Job XIX, 24, allusion is made to an iron pen and lead, which metal is supposed to have been poured when melted into the cavities in the stone made by the engraved letters to insure greater durability. The pen used for harder surfaces was of iron, and a reed was chosen for writing on parchment. The ink was made from lamp black, vitrol mixed with gall-juice, or cuttle fish. The Romans wrote their books either on parchment or on paper made of the Egyptian papyrus.

After the Saracens conquered Egypt, in the seventh century, the communication between that country and the people settled in Italy was broken off and the use of papyrus was discontinued. They were then obliged to write all their books upon parchment and as the price of that material was high, books became extremely rare and of great value. Erasures were therefore often made from manuscripts and new composition substituted in the place of older writings.

Thus many valuable works of the ancients perished, and doubtless Livy or Tacitus was forced to give place occasionally to some superstitious old monk who would prepare a missal. It is said that copies of the Holy Scriptures were occasionally obliterated to make room for the lucubrations of aspiring fathers in the church. These "palimpsests," or twice scraped documents serve to account for the loss of valuable manuscripts, which existed

prior to the eleventh century. Evidence exists that in 1299 John de Pontissara, Bishop of Winchester, borrowed of his cathedral convent the "*bibliam bene glossatam*," and gave a bond for its return.

In the eleventh century, when the art of making paper was invented, the number of manuscripts increased, and biblical study was greatly facilitated.

If the ancient books or flying rolls were large they were formed of a number of skins connected together, and in Zachariah V., 1, 2, we read of a flying roll the length of which was twenty cubits and the breadth ten cubits. By this rolling process a *sepher* of great length could rapidly be closed. The word book in Hebrew (*sepher*) is much more extensive in its meaning than the Latin word *liber*. The English translation reads *letter*, the Septuagint has *biblion*, and the Hebrew text *sepherim*.

The love of the word of God, and a desire to disseminate it among their people prompted the ecclesiastics of the Norman-French nation to translate the Bible into the language, and in 1260 such a translation was made. In 1384 Wyckliffe finished his translation of the entire Bible from the Vulgate into the English language, and in the preface to his version he thus states his purpose. "Yt pore Cristen men may some dele know the text of ye Gospells with the comyn sentence of holie doctores." In other, and more modern words, this open declaration shows that his object was to enable the lower classes to read

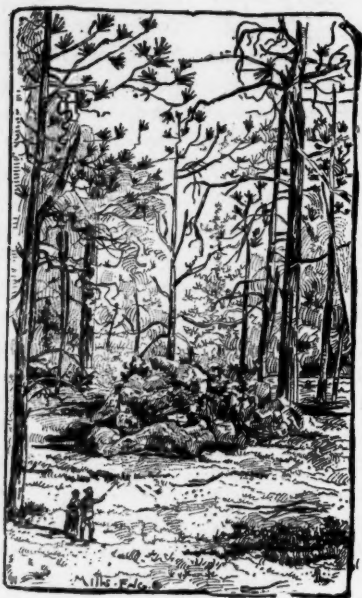
the Scriptures in the vernacular tongue. The number of copies made of this translation must have been very great, for not only are copies in many of the libraries, but they are in the possession of private collectors in various parts of Christendom. Some of them are beautifully written, with regularity and finish equal to copper-plate, and they are adorned with exquisite pictures; even the initial letters evince the highest artistic talent, but it is a remarkable fact that the most elegant illuminations are not in the perfectly written copies. Just in proportion as the illustrations improve the writings deteriorate. To Wyckliffe belongs the high honor of having giving the English Bible to England, but the mediæval churchmen had a strong objection to granting it to the poor, and only the rich were able to possess it. The Roman clergy were opposed to the wishes of Wyckliffe, and were horrified at the idea of imparting knowledge to the ignorant whom they wished to keep in blind subjection to themselves. They therefore assembled in council at Lambeth, and archbishop Sudbury commanded Wyckliffe to appear before the council and explain his doctrines. He presented himself, accompanied by the duke of Lancaster, then in power; and he made so able a defence that he was dismissed without condemnation. His acquittal displeased pope Gregory XI., who cited him to appear at Rome and answer in person before the sovereign pontiff. A second council was therefore held at Lambeth, where again Wyckliffe elo-

quently defended himself, and was permitted to depart in safety. With untiring zeal and unflinching energy he continued to preach his doctrines, until he was prevented by a third council assembled under Courtnay. This time the reformer was condemned as a heretic, by command of the pope, and with the concurrence of the weak Richard II. The first attempt to proscribe the Wyckliffe translation was made in parliament 1390, but was defeated through the influence of the duke of Gaunt. Eighteen years later, the clergy under bishop Arundel succeeded in their object, and all translations of the Bible into English were prohibited by an act of Convocation; and those who were known to read it were subjected to bitter persecution, which continued until Henry VIII. ascended the throne. Arundel was made bishop of Ely at the age of twenty-one, under Edward III., and afterwards was transferred to York, and from thence to Canterbury. His quarrel with Richard II. forced him to fly to Rome, and to his resentment may in some degree be attributed the success with which Henry IV. invaded England, and seized the crown.

Passing over a number of intermediate translations of the Bible which will be noticed in the private print to appear after answers to communications sent the many libraries of Europe have been received, an allusion in closing will be made to the "*Biblia Pauperum*." This was one of the ten "*Block-Books*" which were the precursors of printing, and followed manuscripts. Their origin

and date are not positively known, but they probably belonged to the first half of the fifteenth century, and originated in Germany or Holland. They were volumes of rude pictures with Latin inscriptions designed more particularly for the edification of the poor. It is difficult to comprehend how uneducated people could be interested in the text of a book which was in a language foreign to their own, although the pictures may have proved attractive. As the Franciscan friars were the teachers of those days, doubtless these books were used by them to facilitate the instruction which they desired to impart, in a very limited degree. The make up of the volume consisted of a series of forty leaves, printed on one side, on which forty scenes from the history of our Lord were depicted; beneath were inscriptions in the abbreviated Latin of the period. The work was executed from wooden blocks, like ordinary wood-cuts, and some idea of their appearance may be obtained by a visit to the Lenox Library, New York, where several of them are on exhibition. "*Block-Books*" were the glimmering light that gave promise of daybreak, and it soon became evident that something more than these was necessary in order to multiply copies with rapidity, and reduce their price, so as to bring them into common use. In this emergency Gutenberg came to the front, and his great improvement from blocks to movable metal types quickly became known to the civilized world.

CHARLES W. DARLING.



THE GRAVE OF HELEN HUNT JACKSON, (H. H.) UPON CHEYENNE MOUNTAIN,
COLORADO SPRINGS, COLORADO.

IN CHEYENNE PASS.*

[In memory of Helen Hunt Jackson, buried, according to her request, in Cheyenne Pass, high up on Cheyenne Mountain.]

To Cheyenne Pass, she, dying, whispered—
Take me there, where the strong sun will find
Me in the morns, and in the silent nights
The stars bend over me, as if aware
Their friend is kindred with their fires who watched
Them long.

The soaring mountain birds will scream
Above me, flying towards the light. Unscared,
Free things will trample round the lonely spot
Where rests my heart, of old untamed as they,
But quiet with Death's quietness, at last.

*Mrs. Moulton's Poem—written some time ago, and universally recognized as the true-hearted tribute of one poet to another—seems so fitting in connection with the various articles recently published in these pages upon the greatness and beauty of the mountains of the West, that we have taken the liberty of reproducing it here.

Perchance my strange, wild friends of dusky face
Will linger by my grave, sometimes, and say—
“She lies here, *she*, who bore our heavy sorrow
As her own,” and I shall know. Shall I *not* know?
Each step that rings upon the rock, each voice
That cries from living lips to my ears, deaf
With dying? And my mouth that Death has sealed
Will it not thirst to answer?

Will you come—

You whom I loved, who loved me—come and wait
To hear if from my grave a whisper steal
And mind you of some old time joy or grief,
Some rapture only known to you and me,
Or some wild woe you shared, and sharing eased?
Or shall I—she you knew, loved, lived for—I,
Be gone, beyond all echo of your call,
To some far world, where I shall know the whole
Great sum of loving and be glad—where I
Can rest and wait till you, too, come to learn
The heavenly secret?

Now, meantime,

Take me to Cheyenne Pass, and lay me there,
Within the mountain's steadfast heart, and leave me
Neighbored by the wild things and the clouds,
And still in Death beneath the deathless sky.

LOUISE CHANDLER MOULTON.

EDITORIAL NOTES.

A MODEST and appropriate monument to the late Roscoe Conkling has been completed and erected over his grave in Forest Hill Cemetery, in his home city of Utica, New York. It stands in the Conkling family plot, a few yards north of the monument of Horatio Seymour, and is of Quincy granite, and is in the form of a sarcophagus, with two heavy bases of cut, unpolished granite, a cubical die, with polished columns at each corner, and a massive cap surmounting the whole. The die is polished, and bears on the east side the simple inscription "Roscoe Conkling," and on the west side, in addition to the name, the inscription, "Born October 30, 1829. Died April 16, 1888." The design was selected by Mrs. Conkling about a year ago, and work on the monument was at once begun. The monument is not over nine feet in height and weighs about twenty-five tons. It is imposing in its simplicity, and is in thorough keeping with the character of the man in whose memory it was erected.

R. P. CROCKETT, a son of the famous Davy Crockett, now living in Granbury, Hood county, Texas, in a recent letter to the present keeper of the Alamo in San Antonio, says: "My father, Davy Crockett, was born in Hawkins county, Tennessee, 1786. He was married twice, had three children by his first wife and three by his last, three boys and three girls. I am the oldest child by the last wife, and was the youngest son. I am now seventy-three years old. My father was a fraction over six feet tall, and weighed over two hundred pounds in good health and was not fleshy. My father was first justice of the peace, next Colonel of a regiment of militia, then a member of the Legislature of Tennessee and twice was elected to Congress. My brother succeeded him in Congress in 1837 for six years.

My youngest sister is living in Gibson county, Tennessee. My mother and one sister are buried here in Hood county, Texas."

DR. WILLIAM A. BELL of Manitou Springs, Colorado, contributes an article of historic interest and value to this number of the MAGAZINE, upon the origin of our transcontinental railroads. Dr. Bell is the author of "Tracks in North America: A Journal of Travel and Adventure Whilst Engaged in the Survey for a Southern Pacific Railroad to the Pacific Ocean." This well-known work was published in London in 1870. Perhaps no single publication has exerted a greater influence, especially in England, in imparting information concerning our Western country, and inducing investment by foreign capitalists in the railroads and mining interests of that region. As a Fellow of the Royal Geographical and Geological Society, and a belle-lettres scholar, Dr. Bell brought both scientific and literary ability of a high order to the task of writing a book which is a standard work upon early Western history.

THE death of Prof. Alexander Johnston of Princeton college, cut off in his prime of life, one of the best known and ablest of American historical writers. While yet a young man, comparatively speaking, he had won an enduring name and supplied the world with results of years of the most severe labor. He was born on April 29, 1849, and was graduated at Rutgers college in 1870. He was admitted to the bar at New Brunswick, New Jersey, 1876, and taught in the Rutgers college grammar school until 1879, when he became the principal of the Norwalk Latin school. He was appointed professor of jurisprudence and political economy in Princeton college in 1883, and held that

post at the time of his death on July 20. He published a "History of American Politics," "The Genesis of a New England state," "Representative American Orations," a "History of Connecticut," and a "History of the United States for Schools." He also left in the hands of Henry Holt & Co., in readiness for the press, a second "History of the United States," written on a plan somewhat similar to that of his text-book, "but suited to a shorter course, and perhaps to less mature minds." A writer in *The Critic*, C. A. Young of Princeton, who enjoyed a close acquaintance with Prof. Johnston, has this to say of him: The death of Prof. Johnston after a year's hard fight for life was not only a very sad thing in itself, but is a heavy blow to Princeton college. There is probably no member of the corps of professors whose loss would be more keenly felt or harder to repair: certainly no one more generally loved and admired, not only by his colleagues, but by the undergraduates, with whom for the best of reasons he was a peculiar favorite. He was essentially a specialist; and in his special department of American political history stood in the very first rank. Prof. Bryce is reported to have said of him, in reply to an inquiry, that Prof. Johnston was asked to write the article upon United States History in "The Encyclopædia Britannica," simply "because he was the only man in America who could do it." However that may be, no one certainly could have done it better. But he was not a narrow man, and in many other lines he was a teacher of no mean authority,—in constitutional and international law, for instance, and in political economy, subjects which fell to him in the college curriculum. He knew the fundamental facts that underlie all sound theories in these departments; he grasped general principles firmly, and was keen, clear-sighted and logical in drawing conclusions; above all, he had an almost unrivalled power of exciting an enthusiastic interest among his pupils, and in setting them to think and investigate for themselves. In the classroom, too, he never allowed anything like partisanship to appear, but was carefully just and courteous in the treatment of

opinions at variance with his own. This was not because his mind was essentially judicial rather than partisan. Out of the class-room he could be, and sometimes was, even a little rough in characterizing the "nonsense" or "silliness" of ideas he opposed. But his pupils liked him none the less for such positiveness; and his warm and unfeigned interest in them and their affairs, especially in their athletic sports, made him extremely popular, and gave him a great power and influence among them. He attracted them, liked to have them about him, and always did them good.

IN the Faculty of the College he was progressive rather than conservative—a "prime-mover" rather than "anchor;" quick to see the changes that new times are always calling for, and urgent in their advocacy. He was especially interested in the extension of the curriculum by the introduction of new studies, even when it involved some sacrifice of the old "standbys" of the college course. Here naturally he often came into opposition with some of his colleagues; but he always so conducted his side of the controversy as to avoid angry feeling; he was ardent, but not unreasonable or offensive; keen, with a Western raciness and directness of speech, but good-tempered always—and very apt to carry his point. He was universally respected, admired and liked even by those who differed with him; and to his more intimate friends he was a companion whose going away has left a most sorrowful sense of loss and bereavement. The general community also feels his loss deeply, for he had a genius for affairs, and far more than most college men was active and efficient in the public business of the borough. One thing farther must be added to convey a just idea of the man: he was a sincere, faithful and earnest Christian, and an officer in the Presbyterian church. He was not much given to religious talking, but until failing health prevented, he conducted a student's voluntary Bible-class, and he sometimes spoke at the Sunday chapel service—always with great effect. His Bible, "read literally to pieces,"

as Dr. Patton told us at his funeral, testified more eloquently than words to the fidelity of his inner Christian life.

SOME months ago a silk flag, supposed to be the one that draped the casket of Abraham Lincoln during the journey from Washington to Springfield, was placed in a glass covered frame and given a prominent position in the office of the Secretary of War. Department officials were not certain, however, that the flag was the one it was supposed to be, and an element of uncertainty surrounded its position in the Secretary's office. Recently the uncertainty was set at rest by the discovery in the folds of the flag of a card signed by Adjutant-General Townsend stating that it was the identical flag used to drape President Lincoln's casket.

THE old historic houses of Washington are rapidly passing away. The march of improvement requires that more modern dwellings with greater conveniences shall take their place. There still exists, on the corner of Eighteenth street and New York avenue, a house that in its day was one of the most famous in the city. It has, because of its peculiar build, always been known as the "octagon house." It was built by John Tayloe, a rich Virginian, and the father of Benjamin Ogle Tayloe, whose residence is now occupied by Senator Don Cameron on Lafayette square. When the British burned the White House in 1814, the Tayloe property was rented by the Government for an executive mansion, and here it was that Mistress "Dolly" Madison gave her dinners and receptions until the White House was made habitable again. The Right Honorable Charles Bagot, a diplomat of large experience, was the English Minister to this country for the most of the time that Mrs. Madison resided in this house, and he wrote to a friend in London that although he had been stationed in most of the capitals of Europe, and of course been handsomely entertained, he had never spent pleasanter evenings than in the comparatively plain dwelling-place of Mrs. Madison.

THE recent contest over the question of a new Constitution for Kentucky brought to light a number of interesting points in connection with the instrument under which the state was, for so many years, governed, which are discussed by a Louisville writer as follows: The Constitution was adopted in 1850. It recognizes slavery, denies to negroes the right of suffrage, and, to prevent any amendment looking to abolition, the mode of amendment involves a delay of at least seven years and is exceedingly difficult. It provides that a majority of all the members of both Houses of the legislature must, within twenty days after assembling, first vote in favor of submitting the question of a convention to the people; then a majority of all the qualified voters of the state must vote in favor of the convention; then the legislature must vote again to submit the question to the people, and a majority of all the qualified voters must again vote in favor of it. It is exceedingly cumbersome in many respects, and is as well suited to the needs and interests of the people of to-day as one of Lord Nelson's old war ships is suited for modern naval warfare. It prescribes no limit to the sessions of the legislature and imposes no restriction on the evils of local legislation, which is but another expression for local jobbery.

THE Early Settlers' Association of Cuyahoga county, Ohio, met on July 22d, the ninety-third anniversary of the arrival of Gen. Moses Cleaveland at the mouth of the Cuyahoga river. The meeting was presided over by Hon. Harvey Rice, who is now in his eighty-ninth year. In the course of his annual address, President Rice said: "This is the first decennial anniversary of our association, and it is therefore a landmark in our history, a day upon which we can exchange fraternal sympathy and congratulations. We have accomplished much that is of value during the ten years of our existence. I need refer only to the annual publications and the assistance they render to those who are interested in the early settlement of this section, and to the statue we have erected in memory of the founder of the city. To-day I wish to

give some reminiscences of the Cuyahoga river. It would seem that in primitive times the river was regarded as an Indian paradise. Hostile warriors were on opposite sides of the stream and the remains of forts and earthworks show that each tribe was prepared for warfare. The valley was what they fought for. It abounded with luxuriant vegetation, the river with fish and water fowl, and the forest with small game and deer. It is not known who was the first white man to discover the Cuyahoga. It is probable that it was a Frenchman, some member of a crew sent to explore the Atlantic coast in the sixteenth century, who were lost or strayed into the wilderness. That a Frenchman probably discovered the river is shown by a monument of stones found in Lorain county. Upon one stone was cut the picture of a ship, and upon another 'Louis Vangart, La France, 1563.' It is believed that this monument marked the grave of the captain of a coasting vessel. His crew probably erected the first storehouse on the west side of the Cuyahoga. It was found in 1770, and the remnants were afterwards utilized as a dwelling by a settler. On June 8, 1776, there arrived at the mouth of the Cuyahoga a delegation of Moravian missionaries from Sandusky with thirty converted Indians. They landed on open ground at Tinker's Creek, where a clearing had been made, and subsequently abandoned by Ottawa Indians. The missionaries called it Pilgrim's Rest and built a house and planted corn. They ran out of flour and prayed for relief. Relief came in the form of a pack train of one hundred horses loaded with flour *en route* from Pittsburg to Detroit. The missionaries, at first, held religious services in the open air. In the fall they built a church with split logs for seats. Plush cushions were not then in vogue. The Indian disciples were furnished with employment. The men hunted and the women did the household drudgery. The winter was a severe one, but was followed by a beautiful spring. But with leaves and song birds came rumors of war. The hostile Indians did not like missionaries, and it was deemed advisable to abandon Pilgrim's Rest and seek rest else-

where. They moved to other quarters and continued their philanthropic labors. After the Backhawk War several chieftans were taken East for punishment, but instead of being shot, as they expected, they were lionized. On returning to their homes they stopped at Cleveland, and Blackhawk paddled in a canoe up the river to where Riverside Cemetery is now located, and visited the grave of his mother. He was one of the noblest of his race. Less than a century ago savages lived upon the banks of the Cuyahoga. As we look back to-day we see how it is that the superior replaces the inferior."

HON. A. J. WILLIAMS then read the report of the executive committee, in which the success of the association was alluded to in a few words. The report stated that the total contributions to the Moses Cleaveland statue amounted to \$4,507, and that the memorial cost \$4,436. The surplus of \$71 was donated to the Children's Aid Society. The first contribution was made by the late Judge R. P. Spalding, the largest contribution from a member of the association was \$300 from Hon. Harvey Rice, and the largest donation from all sources was \$500 from Mrs. S. S. Stone. The following officers of the society were re-elected by a unanimous vote: president, Hon. Harvey Rice; vice-presidents, Hon. John Hutchins and Mrs. J. A. Harris; secretary, Thomas Jones, Jr.; treasurer, Solon Burgess; chaplain, Rev. Thomas Corlett; marshal, H. M. Addison; executive committee; Hon. A. J. Williams, R. T. Lyon, Darius Adams, John H. Sargent, W. S. Kerruish, Wilson S. Dodge and Solon Burgess.

MENTION was made some months since, of the refusal of the town of Lebanon, Connecticut, to accept as a present the office of Jonathan Trumbull, because of the expense of keeping it in repair. A correspondent writing from Lebanon under a recent date, calls attention to the neglected condition of Gov. Trumbull's tomb. The writer describes the Lebanon cemetery as on a knoll that is bounded on

three sides by a low, dreary marsh, and in wet weather the yard is inaccessible to teams. A heavy stone wall encloses it. The headstones are old and lichened. Most of them have pitched forward or backward, and many lie on the ground, patched with moss and webbed under dead and growing grass. The Trumbull tomb is on the east side of the yard, near the wall. It is not so badly dilapidated as it was a few years ago. At that time frost and water had displaced the stones so that the whole front was in a ruin, earth and stones being commingled in an egg-shaped mound, and the town authorities caused the front to be rebuilt. But the tomb is still unsightly, and the surroundings are unkempt. The walls of the sepulchre are of Portland, Connecticut red sandstone, in blocks two feet long and wide, and ten inches deep; on them rests a white marble block 30 inches high and 22 inches square, and on the marble another block 22x6 inches in size, and on that a round plate, 18x6 inches in dimensions, which supports a broken column 36 inches tall and 14 inches in diameter. The entire fabric is seven feet high.

THE heavy frosts and gullyng thaws of recent winters (the writer continues), have made bad work with the masonry, and the appearance of the structure is deplorable, while relic hunters have perpetrated even greater havoc. Corner pieces have been chipped off the base with hammers, chips of stone scooped out of the pedestal, and the top of the column has been almost wholly knocked to pieces. The woodchuck has made his home on the north side of the embankment, from which rises the stone work, having digged a deep, slanting hole into the hard, gravelly earth, and his home at the end of the shaft must be near the place where Gov. Trumbull and his family rest. The Trumbull tomb was erected in 1785, soon after the death of the great war Governor, by his three surviving sons, Jonathan, David and Joseph. Within the mausoleum are the ashes of more of the illustrious dead than are gathered in any other family burial place in the state, perhaps in the country. There are the remains

of Jonathan Trumbull, Sr., the bosom friend and most trusted counsellor of Washington; of his good wife, Edith Robinson; of his eldest son, Joseph, the first commissary-general under Washington; of his second son, Jonathan, Jr., paymaster-general of the same army, private secretary and first aide-de-camp to Gen. Washington, afterward Speaker of the United States House of Representatives, member of the United States Senate and Governor of his state; of Jonathan Trumbull Jr.'s good wife, Eunice Backus; of Jonathan Trumbull's third son, David, commissary of this colony in the Revolution, and assistant commissary-general under his brother in the army under Washington, and by his side, his good wife, Sarah Backus; of Jonathan Trumbull's second daughter, Mary, and by her side her illustrious husband, William Williams, one of the signers of the Declaration of Independence, and of many others descended from the distinguished persons who have been described.

THE inscription on the monument is on four sides of it. The east tablet, which is the front one, has these words: "Sacred to the memory of Jonathan Trumbull, Esq., who, unaided by birth or powerful connections, but blessed with a noble and virtuous mind, arrived to the highest station in Government. His patriotism and firmness during fifty years' employment in public life, and particularly the very important part he acted in the American Revolution as Governor of Connecticut, the faithful page of history will record. Full of years and honors, rich in benevolence, and firm in the faith and hopes of Christianity, he died An. Dom. 1785. *Ætatis*, 75." On the south tablet are the words: "Sacred to the memory of Joseph Trumbull, eldest son of Governor Trumbull, and first commissary-general of the United States of America, a service to whose perpetual cares and fatigues he fell a sacrifice, A. D. 1778, *Æt.* 42. Full soon, indeed, may his person, his virtues, and even his extensive benevolence be forgotten by his friends and fellow men, but blessed be God for the hope that in His presence he shall be remembered forever."

The inscription on the west tablet is: "To the memory of Jonathan Trumbull, Esq., late Governor of the State of Connecticut. He was born March 26, 1740, and died August 7, 1809, aged 69 years. His remains are here deposited with those of his father." On the north tablet: "Sacred to the memory of Madam Trumbull, the amiable lady of Governor Trumbull, born at Duxbury, in Massachusetts, Anno 1718. Happy and beloved in her connubial state, she lived a virtuous, charitable and Christian life at

Lebanon, Connecticut, and died, lamented by her numerous friends, Anno 1780, *Ætatis* 62." An energetic effort is being made by wealthy citizens of Lebanon to form a private corporation which shall bind itself to accept the old war office as a gift in behalf of the town, and to keep it in good condition; and the same corporation, if it is organized, will, no doubt, assume the duty of taking care also of the Trumbull tomb.—Let us hope so at least.

JUDGE MOSES' HISTORY OF ILLINOIS.

"ILLINOIS, HISTORICAL AND STATISTICAL: COMPRISING THE ESSENTIAL FACTS OF ITS PLANTING AND GROWTH AS A PROVINCE, COUNTY, TERRITORY AND STATE. Derived from the most authentic Sources, including Original Documents and Papers. Together with carefully prepared Statistical Tables relating to Population, Financial Administration, Industrial Progress, Internal Growth, Political and Military Events." By John Moses, ex-county judge of Scott county; private secretary of Gov. Yates; member of the twenty-ninth general assembly of Illinois; secretary of the board of railroad and warehouse commissioners, 1880-83; secretary and librarian of the Chicago Historical Society, etc., etc. Illustrated. Published by the Fergus Printing Company, Chicago. Vol. I.

As Indiana has recently been fortunate in having both the letter and the spirit of her career depicted by Mr. Dunn, so her sister-state, to the westward has been favored by the labor of an historian who has not only told us of outward events, but has looked into the inner life of the people of the early day, and revealed the causes of purpose that have worked onward to the results of deeds. Judge Moses has long been recognized as one of the foremost historical students and writers of the West. His trend of mind and habits of thought have trained him for judicial calmness in weighing facts, while his keen interest in all the themes to which his attention is given, preserves him from the dead dryness of the mere judicial or historical hair-splitter, and leads him to a

freshness and a crispness of style that makes the subject alive before the attention of the reader; a fact demonstrated in this present MAGAZINE in a chapter upon the Early French of Illinois. His whole active life has been spent in fields where the past of Illinois in one department or other of public work, has been kept before his view, while his relation to that great organization, the Chicago Historical Society, has long been such as to place him in possession of all the material at this generation's command. Thus trained and equipped we expect from Judge Moses a history in some regards out of the common run.

That expectation has been, in many ways, realized. The initial volume is devoted to the period most likely to challenge comparison, covering, as it does, the pre-historic and early-historic periods, concerning which so much has been written. We are brought, in this, first stage of the journey, down to the administration of Gov. French and 1848—a point pregnant of suggestion of what the next decade is to produce in the fortunes of the Union; for Illinois, like Indiana, was one of the battle-grounds upon which the polemic portion of the battle of slavery was fought. The point at which the close of Volume I. was set, was natural in the drift of the narrative, but one better could hardly have been chosen for the purpose of keeping awake the desire and expectation for Volume II. Abraham Lincoln, the rising lawyer of the Sangamon district, had

just been elected to Congress over Peter Cartwright; Stephen A. Douglas, who "thirteen years before this had come to Illinois a beardless boy, without friends, fortune or profession," had been chosen by the assembly of the state to the high position of United States Senator; the Mexican war was a momentous factor in political events; the state, like the country everywhere, was upon the threshold of important events. Judge Moses has made some of the inner things of that stirring season wonderfully clear; and he certainly has been impartial in his discussion of them all.

For convenience of classification, the author has divided Volume I. into five periods: Period I., Under the French, 1682-1781. Period II., Under the British, 1761-1778. Period III., Under Virginia, 1778-1784. Period IV., Under the United States, 1784-1818. Period V., Under the First Constitution, 1818-1848. The preliminary chapter is devoted to the geography, soil, climate and productions of Illinois, followed by one upon the aborigines, their origin, location and habits; and yet others upon the early explorations and discoveries, the Catholic missionaries, and the first permanent settlements; after which comes the story of the province, territory and state along the chronological lines of development.

It is a history remarkable in many ways, that this broad prairie strip between Lake Michigan and the two great rivers to the South and West has made. A part of the French possessions of Louisiana as soon as it became anything but a corner of the dark and unknown wilderness, it has become one of the great and powerful states of the Union, with a future full of promise that widens as westward the star of commercial and political power takes its way. Judge Moses has himself seen the development of the fifty years past, and in various positions of judicial, legislative and administrative life, has had a closer view than most men, and has made good use of the material thus secured. We have in his own words a comprehensive view of the purpose he had in mind in the preparation of this work: "Histories of Illinois, valuable and interesting have already been

written. It is not because the author underestimates these or would detract from their importance that he has undertaken the same task, but for the purpose of connecting what in some respects are merely fragmentary accounts, contained in dusty volumes, the greater portion of which have been long since out of print; of correcting or modifying many previous statements in the light of later information; and of presenting new facts and recent events in such accessible form and manner that they may be readily consulted and employed in every field of labor, professional as well as mercantile, official as well as manual." The purpose is commendable, and the result has been its fulfillment in every respect. While the author has not indulged in much philosophy, nor wire-drawn his theories to the extent that some historians feel it necessary to commit themselves, he has certainly produced a history of Illinois that meets the general need, whether that of the statesman who would know how to make history by the study of that already made, or the school-master who desires to awaken ambition and endeavor in the young by the recital of the ambitious deeds of those who are gone. There is a copious citation of authorities upon almost every page, an example that ought to be followed whenever light can be thrown upon the text. While the illustrations and maps make no attempt to be works of high art, they are such as explain the text and give us a view of the men who were most eminent in that portion of Illinois history that lies in the first half of the present century—Abraham Lincoln, Stephen A. Douglas, Edward D. Baker, Thomas Carlin, Ninian Edwards, Thomas Ford, James Hall, with many of the older territorial days. Among the maps and pictures other than portraits may be mentioned Chicago in 1812; the first state house at Kaskaskia, Fort Chartres, Illinois in 1673, and again in 1771, 1812, 1818 and 1837; plan of Kaskaskia in 1765, the second state house at Vandalia, etc., etc. The appendix contains a number of valuable documents, among which may be mentioned the Ordinance of 1787, the treaty of Greenville, the act dividing Indiana terri-

tory, the Constitution of 1818, tables showing genesis and growth of counties, and other noted historical papers of like character.

One paragraph of Judge Moses' preface we quote with pleasure: "What was originally intended for one has grown into two volumes,

the second of which, now nearly completed, will bring the history down to the date of issue." This second volume will be even more welcome than the first, for historical readers now have a measure by which its value and usefulness can be understood.

AMONG THE BOOKS.

"HERNDON'S LINCOLN: THE TRUE STORY OF A GREAT LIFE. THE HISTORY AND PERSONAL RECOLLECTIONS OF ABRAHAM LINCOLN." By William H. Herndon, for twenty years his friend and law partner, and Jesse William Weik, A. M. Vols. I., II., III. Published by Belford, Clarke & Co., Chicago, New York and San Francisco.

Mr. Herndon is, naturally, recognized as one of the few living men who knew Abraham Lincoln as he really was, and certainly there never was one who enjoyed a more intimate personal acquaintance with that great man. A law partnership of twenty-five years, and close personal friendship, gave Mr. Herndon an opportunity for thorough knowledge of his subject, and, as he says in the preface to the work: "My long personal association with Mr. Lincoln gave me special facilities in the direction of obtaining materials for these volumes. Such were our relations during all that portion of his life when he was rising to distinction, that I had only to exercise a moderate vigilance in order to gather and preserve the real data of his personal career. Being strongly drawn to the man, and believing in his destiny, I was not unobservant or careless in this respect. It thus happened that I became the personal depository of the larger part of the most valuable *Lincolniana* in existence. Out of this store the major portion of the material of the following volumes has been drawn." The work was commenced twenty years ago, but Mr. Herndon's active life at the bar has prevented its conclusion until now; a conclusion which would not even yet have been reached had it not been for the aid of Mr. Weik, of whom Mr. Herndon speaks in the highest praise. While

the work is not as profound or philosophic as some of the numerous lives of Lincoln with which American history has been enriched, it is entertaining, truthful and fair-minded in the highest degree. The personal tone that characterizes it, the anecdotes new and old with which it is filled, and the impress of innate personal knowledge it bears upon every page, make it one of the most readable books of the season. William H. Herndon's name will ever be associated with that of Abraham Lincoln, and this work will aid in the strengthening of that tie. All three volumes are illustrated with portraits and pictures of localities made famous by association with Lincoln in the pre-presidential days.

"THE WINNING OF THE WEST." By Theodore Roosevelt, Author of "Naval War of 1812," "Life of Thomas Hart Benton," "Life of Gouverneur Morris," "Ranch Life and the Hunting Trail," etc. Published by G. P. Putnam's Son's, New York. Vol. I., "From the Alleghanies to the Mississippi; 1769-1776." Vol. II., "From the Alleghanies to the Mississippi; 1777-1783." With maps.

Covering, geographically, only that portion of America, lying between the thirteen original colonies, and the Mississippi, and chronologically, the space between 1769 and 1783, Mr. Roosevelt has found an abundance of action and a margin of interest sufficient to make good use of the two elegant volumes the Messrs. Putnam have produced. This field of action is the old West, and while it leaves out of present consideration that greater West, which is an empire of itself, beyond the farthest boundary set by this book,

the title may not be misleading—for had not the wilderness between the Alleghenies and the Mississippi, and the Great Lakes and the Gulf been *won*—not merely discovered and settled upon, but bought by priceless blood and endeavor, by the men whose deeds herein find recognition, the Kansas, Iowa, Colorado and California of to-day would not have been possible. It is the heroic age of the middle West of which Mr. Roosevelt writes; the period of which John Sevier, Daniel Boone and George Rogers Clark are the exponents. In a recent review of the work, its contents are summed up in these words: "In Volume I., there are noble chapters on the spread of the English-speaking peoples, on the French in the Ohio Valley, on the Appalachian confederacies, on the Algonquins of the Northwest, on the backwoodsmen of the Alleghenies, in which the results of long and wide reading are set before us in strong, clear English. Then follow the stories of Boone (Boon), Sevier, Robertson, the Watauga Commonwealth, Lord Dunsmore's war, the battle of the Great Kanawha, the overwhelming of the Cherokees and the civil organization of that tribe. Volume II. deals with the greatest genius among frontiersmen, George Rogers Clark, who won the West north of the Ohio; the continued struggle in Kentucky, the battle of King's Mountain, and the Cumberland and Holston settlements, the final chapter summing up what the Westerners had accomplished during the Revolution. Mr. Roosevelt is very clear in showing just who these backwoodsmen were, and what they accomplished. He illustrates his theories with manifold examples, and if he frequently repeats the same idea, it is with fresh light from diverse phases of his absorbing theme. There are scores of powerful passages we could commend for quotation, and not a few lines of thought worthy of special mention, in these volumes; but we content ourselves by recommending them not only to the people of 'the West'—the old West, we might say—but also to those who have depended for their historical pabulum on the eulogists who have located most, if not all, the seeds of our national development east of the Berkshire hills."

Mr. Roosevelt has written enough to carry him to the public favor without endorsement, and it is needless to say that he made a thorough study of his subject before attempting to enlighten others; but were that necessary, a perusal of the authorities he has consulted in various quarters, would establish the fact that these two volumes represent an immense amount of labor and research. "Winning the West" is certain to provoke comment and excite interest; it has come fresh from the hands of one who is competent by native genius, fearlessness and energy of character, to take high ground, and to maintain it—whether in the personal life of the newer West, in the arena of present politics, or the field of historical literature.

"THE EARLY NORTHWEST: AN ADDRESS READ BEFORE THE AMERICAN HISTORICAL ASSOCIATION IN WASHINGTON, DECEMBER 26, 1888." By the president, William Frederick Poole, LL.D., Librarian of the Newberry Library, Chicago. Reprinted from the papers of the association.

The American Historical Association's annual meeting of 1888, held at the national capital in December last, was prolific of valuable addresses and speeches, some of which attracted wide attention at the time, and have already been fruitful of results. Among them, as not only telling us of something that has been done, but as suggesting much there is to do, the annual address of President Poole must be accorded a high rank; not only for its scholarly treatment of an always interesting period of American history, but for the practical wisdom it displays touching a national need. We are glad that it has been placed in this popular form, where it can touch a wider circle of influence than would be found in the necessarily limited publications of the Association.

Dr. Poole has been so long connected with the making and handling of books, and has been recognized for so many years as a great librarian and historical student, that added weight attaches to all he says in the lines of labor indicated. In this address he deplures the lack of accurate and truthful histories of

the United States, and pleasantly states a truth that all will recognize when he says: "Such a history as we are considering will recognize the fact that a large and important portion of our common country lies west of the Alleghany Mountains, and that it has a varied, romantic and entertaining record of its own quite unlike that of the Eastern States. The general histories of the United States have been written by Eastern men, and few of their writers have been tall enough to look over the Appalachian ranges and see what has happened on the other side. The story of the Revolutionary War has often been told without a mention of the campaigns of George Rogers Clark who . . . captured from the British the Northwestern Territory, and holding it until the peace of 1783, secured to this nation the Mississippi river and the great lakes as boundaries."

It will be impossible to follow Dr. Poole in this discussion of the great Northwest. Suffice it, that while he passes over the stirring events of the early days with the rapidity necessary to an address for the occasion, he manages to touch the salient points and to give a general history of the Northwest in outline. The main feature of the address, to which we wish to call attention, lies in the concluding portions where the duty of the Government in one respect is strongly urged—the establishment of "a separate and permanent Department of Archives, or State Paper Office such as the other great nations possess." "The State Department," Mr. Poole urges with reason, "has in its possession many valuable papers; but, as a collection of National Archives, it is very meagre. The establishment of a Department of Archives would make this fact apparent, and stimulate the Government to make it more extensive . . . A great government like ours should not require the students of its own history to supply themselves with this material [certain documents Mr. Poole describes] at private expense. Something of the enterprise of the Canadian government should animate the Congress of the United States in the establishment and support of a Department of Archives which will be worthy of this nation."

These words are quoted for the purpose of giving them a hearty endorsement. Dr. Poole has performed American history many valuable services, and in urging this measure he is throwing his great influence in favor of a project of vast and general usefulness.

"PICTURESQUE ALASKA: A Journal of a Tour Among the Mountains, Seas and Islands of the Northwest, from San Francisco to Sitka." By Abbey Johnson Woodman. Published by Houghton, Mifflin & Co., Boston and New York.

Alaska will not be an unknown country very long, if many such close observers and descriptive writers as Abby Johnson Woodman visit it, and give the world the result of their observations. We have here, in brief compass, the personal experiences and investigations of the traveller, told in pleasing style, "written, with no thought of publicity, at car-windows and from the decks of steamboats, in sight of the objects described." There is none of the guide-book here, but much to guide the visitor to those far-distant shores, and to instruct those who must see Alaska through the eyes of others.

"CELEBRATION OF THE TWO HUNDREDTH AND FIFTIETH ANNIVERSARY OF THE ADOPTION OF THE FIRST CONSTITUTION OF THE STATE OF CONNECTICUT, BY THE CONNECTICUT HISTORICAL SOCIETY AND THE TOWNS OF WINDSOR, HARTFORD AND WETHERSFIELD, THURSDAY, JANUARY 24TH, A. D., 1889." Published by the Connecticut Historical Society.

The Connecticut Historical Society has done well to place in permanent form the exercises of the memorable anniversary occasion the title to this book describes. It was an occasion of rare interest, appropriately celebrated. The work contains all the speeches of the occasion, and the full text of the letters received from prominent men the country over.

"GREAT WORDS FROM GREAT AMERICANS." Published by G. P. Putnam's Sons, New York.

"Infinite riches in a little room," might well be applied to this patriotic little work, as an

enumeration of its contents will best show: The Declaration of Independence; The Constitution of the United States; Washington's Circular Letter of Congratulation and Advice to the Governors of the Thirteen States; Washington's First Inaugural; Washington's Second Inaugural; Washington's Farewell Address; Lincoln's First Inaugural; Lincoln's Second Inaugural; Lincoln's Gettysburg Address; with an appendix by Paul Leicester Ford, descriptive of the various papers, and an index to the Constitution.

"BURGOYNE'S INVASION OF 1777: WITH AN OUTLINE SKETCH OF THE AMERICAN INVASION OF CANADA, 1775-76." By Samuel Adams Drake. Published by Lee & Shepard, Boston. (In "Decisive Events in American History.")

This invasion, which was one of the great decisive events in the Revolutionary struggle, has furnished food for an immense amount of Revolutionary literature, because of many things, not the least of which, as Mr. Drake says, may

be found in the fact that it takes many more words to explain a defeat than to describe a victory. The author has made a reputation in other fields of historical inquiry that guarantees the value of this work, one great feature of which is his evident purpose of fairness toward the unfortunate British commander. Several maps and a portrait of Gen. Burgoyne comprise the illustrations.

"BOSTON PUBLIC LIBRARY. BIBLIOGRAPHIES OF SPECIAL SUBJECTS ORIGINALLY PUBLISHED IN THE BULLETINS OF THE LIBRARY, No. 3. INDEX OF ARTICLES UPON AMERICAN LOCAL HISTORY, IN HISTORICAL COLLECTIONS IN THE BOSTON PUBLIC LIBRARY." By Appleton Prentiss Clark Griffin, of the Boston Public Library. Printed by order of the trustees, 1889.

A carefully arranged and finely printed volume of over two hundred pages, that must prove a valuable guide to all students of American history who have occasion to use the great institution by which it is issued.



Wm. D. Brier